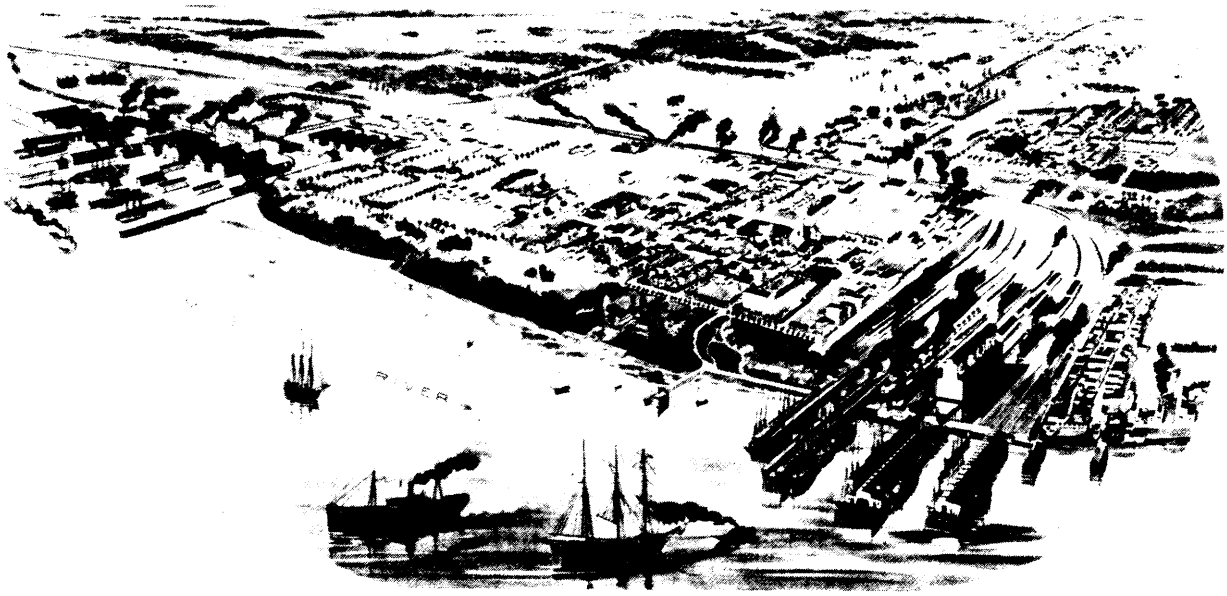
NN-30

RECONNAISSANCE SURVEY OF HISTORIC ARCHITECTURE
NEWPORT NEWS, VIRGINIA



BY
ROBERTA G. REID
ARCHITECTURAL HISTORIAN

WITH
MARTHA W. McCARTNEY
HISTORIAN

SEPTEMBER 1990

RECONNAISSANCE SURVEY OF HISTORIC ARCHITECTURE

NEWPORT NEWS, VIRGINIA

BY
ROBERTA G. REID
ARCHITECTURAL HISTORIAN

WITH
MARTHA W. McCARTNEY
HISTORIAN

SEPTEMBER 1990

RECONNAISSANCE SURVEY OF HISTORIC ARCHITECTURE

NEWPORT NEWS, VIRGINIA

Submitted to:

City of Newport News
2400 Washington Avenue
Newport News, Virginia 23607

Submitted by:

Roberta G. Reid
Architectural Historian
155 Quaker Meeting House Road
Williamsburg, Virginia 23188

Project Director
Roberta G. Reid

Historian
Martha W. McCartney

September 30, 1990

REPORT CONTRIBUTORS

Project Coordinator	Kevin Wilkins, City of Newport News
Principal Investigator	Roberta G. Reid
Historical Background	Martha W. McCartney
Themes	Roberta G. Reid Martha W. McCartney
Recommendations	Roberta G. Reid
Editor	Mary Kayaselcuk
Graphics Coordinator	Mary Kayaselcuk
Typing	Staff, Department of Planning and Development, City of Newport News
Report Production	Staff, Graphics Department, City of Newport News
Liaison, Department of Historic Resources	David Edwards

TABLE OF CONTENTS

VOLUME ONE Page

Report Contributors.....iii

Acknowledgments.....v

List of Illustrations.....vii

Introduction.....1

Historical Background

Research Methodology.....3
Data Limitations.....6
The History of Newport News.....6

Architectural Evaluation

Research Methodology.....65
Data Limitations.....66
Architectural Resources in the Project area.....68
Architectural Inventory.....70
Inventory Distribution by Street.....85
Oldest Dwellings in Downtown Newport News.....85
Oldest Structures in Downtown Newport News.....86
Numerical Inventory.....88
Architectural Analysis by Themes.....90
Themes.....90
Newport News' Most Significant Architectural Resources..151
Casino Park Historic District.....154

Summary 157

Recommendations.....160

Bibliography.....162

ACKNOWLEDGMENTS

The reconnaissance survey of historic architecture in Newport News was funded by a matching grant issued by the Virginia Department of Historic Resources to the City of Newport News. Services matching the grant were provided by the City of Newport News.

Paul F. Miller, Director of the Department of Planning and Development for Newport News, gave his full support for the project and was extremely helpful in solving any problems. Kevin Wilkins of the Department of Planning and Development served as Project Coordinator. Kevin was highly accessible and never hesitated to provide answers for a multitude of questions and saw that the project ran smoothly. Mary Kayaselcuk, Exhibits Curator of the City-owned War Memorial Museum of Virginia, provided editorial and graphics services. Mary also gladly donated her time as a volunteer surveyor.

David Edwards of the Department of Historic Resources served as the state's liaison for the project. David was helpful in assessing the significance of buildings; he made several trips to Newport News to meet with the chief investigator and provide training to volunteers. David's patience in awaiting the final submittal of the report was also greatly appreciated.

Enough thanks cannot be given to the volunteers who worked on this project. Citizens such as Westa Morris and Bob Ullrich donated dozens of hours of their time and were always available to do legwork. Westa spent much of her free time arranging for oral history interviews and digging for additional information by calling virtually every citizen in the downtown area that she knew. Ignoring medical difficulties, she took time to come along on interviews, opened her home as an office, and provided emotional guidance. Westa's cheerfulness was uplifting when communication with some citizens seemed impossible. Bob rallied the North End Historic District Association to provide survey assistance. He also worked to provide names of current owners and entry to buildings that appeared inaccessible. Bob (with help from Carol Weinmann and Loretta Obradovic, North End residents, and Mary Kayaselcuk) surveyed all of West Avenue. The City's Department of Planning and Development staff surveyed all of Huntington Avenue. Staff members included Don Whipple, Susan Dinsmore, Sheila McAllister, and Chris Morello. Mary Kayaselcuk also assisted with the Huntington Avenue survey. Don and Chris also were also available when the chief investigator needed survey assistance for other sectors.

Additional thanks must be extended to Frank Cotrupi, realtor, who called the Planning Department in the spring of 1990 to ask how he could help. Little did Frank know that he would be asked to accompany the chief investigator along in some of the most deteriorated areas of the city. He willingly followed along to provide whatever assistance was needed. Beyond the call of

volunteerism, Frank climbed the tower of First Baptist Church, climbed to the top of Pier 15, and experienced a verbal attack from a vagrant on Washington Avenue. Frank became known as "the bodyguard."

The West Avenue Branch of the Newport News Public Library provided most of the research materials available for this study. The library staff cheerfully equipped those involved in the project with any materials that seemed applicable to the study of architecture downtown. Peggy Stead spent a great deal of time over a period of about eight months looking up requested materials and even brought in some of her personal documents for our use.

Mark Groves, Community Relations Representative for the Virginia Port Authority, graciously conducted a tour of the entire Newport News Marine Terminal, resulting in a better understanding of the evolution of railroad and export activities at the port.

Appreciation is extended to all citizens who willingly provided access to their buildings and who shared information about their memories of downtown Newport News.

LIST OF FIGURES

1 Commonwealth of VA Map Identifying Study Area Location

2 U.S.G.S. Geological Survey Map Identifying Study Area

3 Historical Maps and Illustrations in HISTORICAL BACKGROUND Section

3:1 Virginia Discovered and Discribed [sic] (Smith 1610)

3:2 Virginia and Maryland (Herrmann 1673)

3:3 A Map of the Most Inhabited Part of Virginia (Fry and Jefferson 1755)

3:4 Map of Virginia (Madison 1807)

3:5 Map of the State of Virginia (Boye 1826)

3:6 Newport News, now in possession . . . of Federal Troops (Leslie's Illustrated News in Rouse 1969:32).

3:7 Untitled print of Newport News Point (Leslie's Illustrated News in Rouse 1969:42).

3:8 Map Showing Position of Government Farms [for Freedmen in Southeastern Virginia] (Freedmen's Bureau 1866)

3:9 A Military Map of SE Virginia (Lindenkohl 1862)

3:10 Map of Southeast Virginia (Humphreys 1862)

3:11 through 3:14 Newport News Point (Bache 1865)

3:15 James City, York, and Warwick and [ ]orth City County (Hotchkiss 1867)

3:16 Map of that portion of the county of Elizabeth City Va. bordering on Hampton Roads (Anonymous n.d.)

3:17 Map of Norfolk County (Sykes and Gwathmey 1887)

3:18 Map of the City of Newport News, Virginia (McLean 1881)

3:19 and 3:20 Newport News (Sanborn 1885)

3:21 through 3:28 Newport News (Sanborn 1889)

3:29 Map of Newport News, Hampton and Old Point Comfort (Braxton 1891)

3:30 through 3:40 Newport News (Sanborn 1891)

3:41 through 3:50 Newport News (Sanborn 1893)

3:51 through 3:66 Newport News (Sanborn 1897)

3:67 through 3:91 Newport News (Sanborn 1899)

3:92 Map showing property of the Town Lot Investment Assoc., Newport News (Anonymous 1900)

3:93 through 3:113 Newport News (Sanborn 1903)

3:114 through 3:126 Newport News (Sanborn 1907)

3:127 through 3:147 Newport News (Sanborn 1913)

3:148 through 3:169 Newport News (Sanborn 1919)

3:170 through 3:202 Newport News (Sanborn 1926)

3:203 and 2:204 Supplement to the Dock and Harbour Authority, January 1931 (Ward and Foxlow 1931)

3:205 and 3:206 Map of Newport News and Environs (Bower 1940)

3:207 and 3:208 Map of Newport News, Elizabeth City (Bower 1943)

4 Architectural Field Study Area

5 Aerial View showing project area with major North-South Streets

6 View looking north from Washington Avenue at 32nd Street

7 View looking northeast from rooftop of Medical Arts Building, 29th Street and West Avenue

8 Proposed National Register boundary: Newport News Shipbuilding and Drydock Company Shipyard

9 Newport News' Most Significant Architectural Resources

10 Proposed Casino Park Historic District showing historic Casino Park as its centerpiece

11 Proposed Casino Park Historic District

12 100 Block 33rd Street, north side and Academy of Music on Washington Avenue - all demolished

13 Invitation to witness a demolition

INTRODUCTION

In July of 1989, the City of Newport News received a Threatened Properties Grant from the Virginia Department of Historic Resources to survey its historic architecture, identify the most significant architectural resources and plan for the preservation of the most significant properties (Figure 1).

On November 14, 1989, Roberta G. Reid signed a contract with the City of Newport News to undertake a reconnaissance-level survey of the architecture of Newport News. The services to be provided included: development of a historic context for the study area, a field survey of 275 structures, an intensive survey of 25 of the most significant structures, compilation of a list of standing structures and districts that may be eligible for the National Register, and preparation of a final report summarizing the data. The contract was executed on December 18, 1989. The contract did not include identification of or recommendations for archaeological resources.

Contract negotiations were conducted with Paul F. Miller, Director of the Department of Planning and Development and Kevin Wilkins, Project Coordinator with the Department of Planning and Development. Negotiations resulted in a study area (Figure 2) that included the following boundaries:

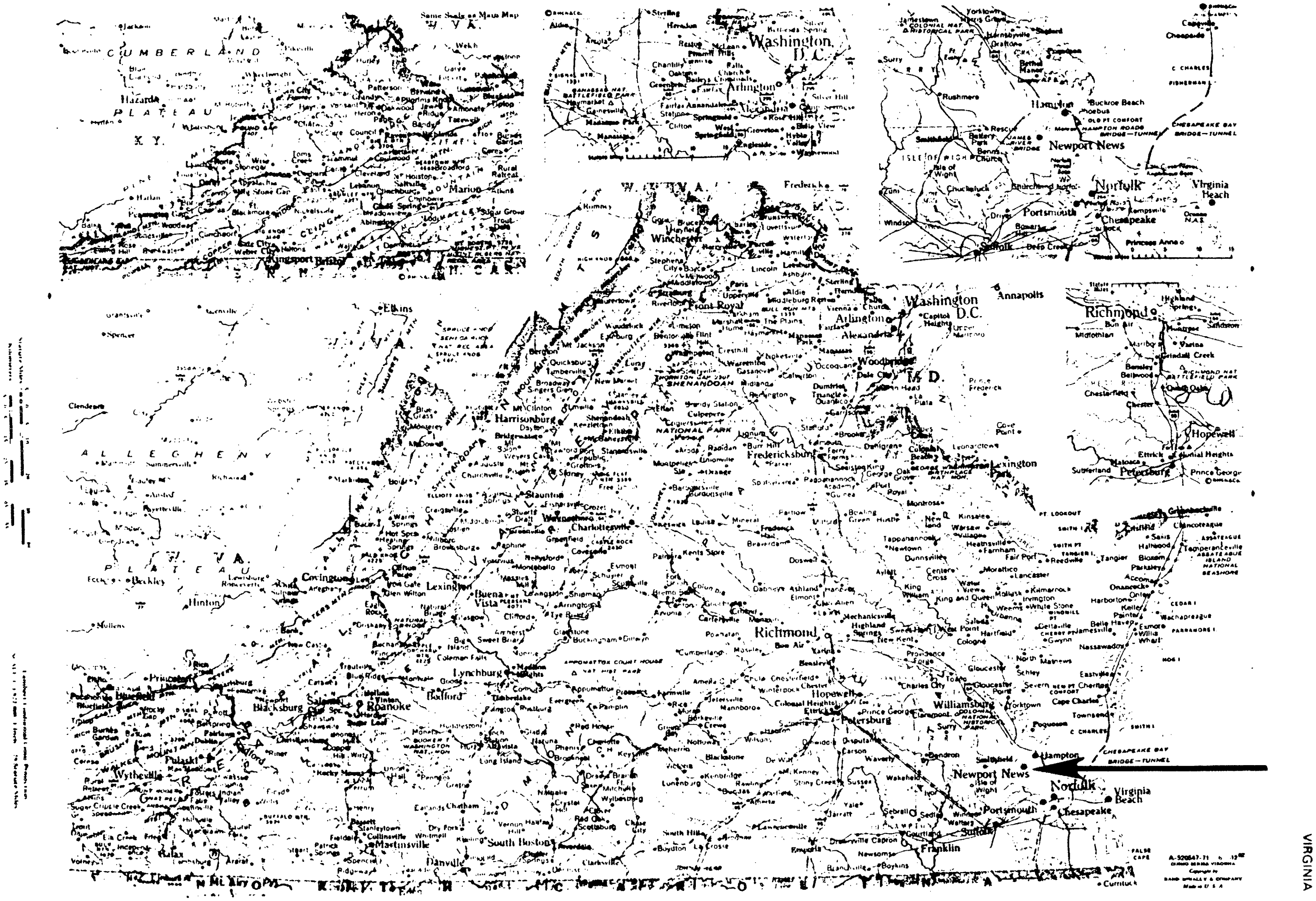
North:	50th Street
East:	Newport News/Hampton dividing line
West:	James River
South:	Hampton Roads

The study area was later altered since it became obvious that more than 275 structures existed within those limits. The historic context was developed for the entire study area but the field study of 275 structures was limited to the following boundaries:

North:	50th Street
East:	CSX railroad property
West:	James River
South:	Hampton Roads

Martha W. McCartney provided consulting services for development of the historical background and themes. The City of Newport News provided matching services in the form of project coordination, training sessions for volunteers, xeroxing, and provided City staff for surveying, typing, graphics, and printing.

Kevin Wilkins served as Project Coordinator. Kevin worked to see that the project ran smoothly. He communicated with the Virginia Department of Historic Resources, arranged for entry to City-owned buildings, planned training sessions, coordinated the editing process, and made a multitude of telephone calls regarding



Project Study Area

Map source: Rand McNally Universal World Atlas, 1987 printing

Figure 1

Project Study Area

Map source: U.S. Geological Survey 1964 (rev. 1986)

Figure 2

the project. Kevin was often willing to drop whatever project he was in the middle of in order to assist.

David Edwards, Architectural Historian with the Virginia Department of Historic Resources, served as state liaison for the project. David helped to work out contract details, monitored contract progress, and gladly ventured to Newport News on several occasions both to offer training and to discuss the significance of various buildings.

HISTORICAL BACKGROUND

RESEARCH METHODOLOGY

Archival research was undertaken in support of a preliminary architectural survey of historic structures in the city of Newport News. Research commenced with the examination of Virginia map collections that are in repository at the Library of Congress, National Archives, Virginia State Library, Virginia Historical Society, the Virginia Department of Historic Resources and the Colonial Williamsburg Foundation Research Archives. Historical maps were used that are on file at the West Avenue and Grissom Libraries in Newport News, the Charles Taylor Library in Hampton, the Hampton Center for the Arts and Humanities, the National Oceanic and Atmospheric Administration in Rockville, Maryland, and the Huntington Library in San Marino, California.

Maps of Newport News that commencing in 1885 were produced by the Sanborn Insurance Company and updated at frequent intervals through 1950, were exceptionally helpful in tracking the developmental sequence of the study area's built environment. The Sanborn maps not only document the sites at which buildings were constructed at given points in time, but also indicate their function, dimensions and the materials of which they were fabricated. Use was made of the Sanborn maps at the Library of Congress, which collection is complete. These drawings (which are color-coded as a means of identifying each building's fabric) range in date from 1885 to 1950 and consist of eleven sequences of renderings or approximately 373 individual map panels. In 1919, the Sanborn Insurance Company's map-makers commenced identifying the ethnic composition of the neighborhoods they surveyed. Many of the illustrations in this report consist of Sanborn map facsimiles.

Photographic collections at the National Archives, Library of Congress, Valentine Museum, College of William and Mary and Virginia State Library were searched. Issues of Harper's Weekly, published during the Civil War and available on microfilm at the Virginia State Library, were reviewed in an effort to locate contemporary news accounts and illustrations that depict military activity that occurred in what became Newport News.

A broad variety of primary resource documents were searched, including Virginia Land Office patents and grants and Warwick County deeds, wills, orders, minutes, personal property tax lists, land tax lists, and school commissioners returns. Plats, tax records, and code books for the city of Newport News were used. Census records ranging in date from 1790 through 1910 were examined as a means of gaining insight into the population's socio-economic status, ethnic composition, profession/occupation, and level of education. Late nineteenth and early twentieth century census records also were used as a means of identifying the various ethnic groups of which Newport News' population was comprised during its earlier phases of development. Census records included an immigrant's country of origin, date of immigration, whether naturalization had occurred, and whether the

immigrant spoke English. Because blacks comprised such a large percentage of the city's early population and neighborhoods developed along ethnic lines, efforts were made to learn about black community development. Black history research included interviews with local citizens, members of the Virginia Society for Black Family Research, and a review of legal codes that fostered the segregation of the city's population. A publication entitled Peninsula Roots also was examined for information on the ethnic minorities that are included in the population of Newport News. These data were compared with the 1900 and 1910 censuses and the 1896-1897 and 1912 city directories.

Collections of private papers that are on file at the Virginia Historical Society (including those of the Bagby family, Caroline Kemper Bulkley, Samuel Werth, the Gordon family, Martha Woodruff Hiden, Philip P. Wall, Hugh Blair Grigsby, the Wise family, James M. Golloway, and the Palmore family) were examined. Charles August Hennighausen's diary, James Luther Kibler's letterbook, James E. McMurran's scrapbook, George B. Noyes' letters, and Carroll F. Bennett's scrapbook also were reviewed. Republican Party records for 1896-1926, the records of the International Order of Odd Fellows and the 1887 listing of license fees collected for coasting vessels were found to be on file at the Virginia Historical Society.

Warwick County records in repository at the New York Public Library, but available on microfilm at the Colonial Williamsburg Foundation Research Archives, were scanned, as were the Filmer Papers. Warwick County documents that are located in the College of William and Mary's Swem Library's Department of Special Collections were searched. Issues of The Virginia Gazette and its successor, The Virginia Gazette and Weekly Advertiser, were reviewed, as were certain manuscripts that are on file in the British Public Records Office in London, England. Documentary sources pertaining to Civil War activity in the study area were examined, as were records maintained by the Bureau of Refugees between 1863 and 1866. Of special interest was a map from the National Archives showing plots of ground allocated to freed slaves during the Civil War and Reconstruction era, some of which parcels lay within the city of Newport News.

Published sources from which background data were extracted included local and regional histories and Civil War accounts. Annie Lash Jester's Newport News, Virginia, 1607-1960, Parke Rouse's Endless Harbor: The Story of Newport News and The Good Old Days in Hampton and Newport News and Alexander C. Brown's Newport News' 325 Years: A Collection of Historical Articles were useful in gaining a general knowledge of the study area, its historic sites and the people and events associated with them. W. T. Stauffer's articles on the old farms from which Newport News originally was created were exceptionally helpful and found to be reliable. Col. and Mrs. Arthur H. Vollertsen's work, Warwick County, Virginia, 1782-1880, Who was Who, compiled under the auspices of the Fort Eustis Historical and Archaeological

Association, provided a convenient means of analyzing early census records. Historical Markers and Memorials, Newport News, Virginia was a helpful guide to the city's better known historic sites.

Lewis P. Little's History of the First Baptist Church of Newport News from 1883 to 1933; R. Cowles Taylor's Newport News During the Second World War; the History of the Trinity Evangelical Lutheran Church; Van Hawkins' Hampton/Newport News: A Pictorial History and Dorothy and the Shipbuilders of Newport News; Alexander C. Brown's The Good Ships of Newport News; Bennett W. Green's How Newport News got its Name; the Newport News Shipbuilding and Dry Dock Company's "Fifty Years of Shipbuilding;" the Description of the Works of the Newport News Shipbuilding and Dry Dock Company; and Howard J. Balison's Newport News Ships Their History in Two World Wars were found to contain valuable information on various aspects of the history of Newport News. Articles that appeared in a broad variety of journals and magazines, including Alexander C. Brown's "The Victory Arch at Newport News;" Martha W. Hiden's "The Wilbern House;" Edwin G. Long's "Port of Newport News, Doorway to World Transportation;" Parke Rouse's "The Busy Port of Newport News;" John Bowen's "The Newport News-Warwick Merger;" Arthur K. Davis' "Newport News in Wartime;" Cerinda W. Evans' "Newport News: Origin of the Name;" Hugh B. Grigsby's "Origin of the Name Newport News;" "A List of Confederate Prisoners Who Died at the Union Prison Camp in Newport News in 1865 and were buried in the Parker West Farm;" D. Calhoun's "Report on Municipal Survey of Newport News 1919;" Lea Booth Huntington's "Shipyard-Pride before Profit;" William H. Byrn's "The Shipyard in the Atomic Age;" and Robert C. Cutler's "The Shipyard in War and Peace" were useful.

During a visit to the Virginiana Room of the West Avenue Library, an inventory of the Old Dominion Land Company's map collection was examined. Included in this collection are many early surveys of the tracts that were purchased by the Old Dominion Land Company, measured drawings that show street grades, culverts, sewer pipe lines, manhole sites and lot layouts, as well as the plans for the Hotel Warwick. Plats also are available of Camp Hill, Camp Stuart, Lee Hall, the James River Bridge, and certain piers. The Old Dominion Land Company's records, which are voluminous, also detail the company's financial, personnel and real estate operations.

Data previously accumulated during research on the Oakland Farm Industrial Park, the Warwick County Courthouse, Boldrup and the Denbigh Parish Church, proved useful. Benson J. Lossing's pictorial histories of the American Revolution and Civil War were reviewed as was Henry Howe's Historical Collections of Virginia. Parke Rouse, Jr.'s transcription of the diary of George Benjamin West, who lived on the lower peninsula during the Civil War, offered many insights into the events that transpired while the Hampton-Newport News area was occupied by the Union Army. A search for general historical references dealing with Newport News, Warwick County and the history of the area was conducted by

means of the College of William and Mary's Swem Library's computer network.

DATA LIMITATIONS

Seventeenth century maps fail to identify with specificity historic structural features that might have then been present within the study area. Eighteenth century cartographers typically identified major plantation seats, sites where urban development had occurred, and those where military fortifications stood. Several Civil War era cartographers prepared regional maps that included the study area, perhaps eliminating from their drawings structures that they did not consider strategically important.

Virginia's land patents, though available for much of the seventeenth and eighteenth centuries, are vague incomplete and those which predate 1673 are copies of the originals. Consequently, land ownership traditions, in the absence of references to natural features, sometimes must be determined through indirect evidence. Data limitations with regard to county court documents are severe, for most of Warwick County's antebellum records were destroyed during the Civil War, were carried off as war souvenirs, or were annihilated in 1865 during the burning of Richmond. This void in land ownership data is offset to a considerable degree by information contained in land tax lists, which commenced being compiled in 1782, for tax commissioners often recorded when and how specific tracts of land changed hands. In 1820, tax commissioners commenced recording the collective worth of the improvements on the land they assessed. Personal property tax records, besides providing detailed information on household composition, social status and slave ownership, also identify by name individuals who operated taverns, sold lottery tickets, had mercantile establishments, or were members of certain professions. Commencing in the 1840s, licensing records were maintained in special returns, kept by the State Auditor's Office, although previous research has demonstrated that some individuals operated their facilities or plied their professions without the benefit of a license. Agricultural census records reveal much about how local farmers, during the nineteenth century, utilized their land.

THE HISTORY OF NEWPORT NEWS

Early Settlement and Development

The study area lies within the bounds of territory that during the early seventeenth century was called Kecoughtan, a name derived from the Native Americans who were living in the area when the first party of English colonists arrived in Virginia. Captain John Smith, in preparing his map of Virginia, called the Newport News Point "Poynt Hope" (Smith 1610) (Figure 3:1). The countryside near the mouth of the James River readily attracted settlers, and early on, they moved into the region in considerable numbers. The earliest dated reference to Newport News Point as a geographical feature occurs in a document dated November 11, 1619,

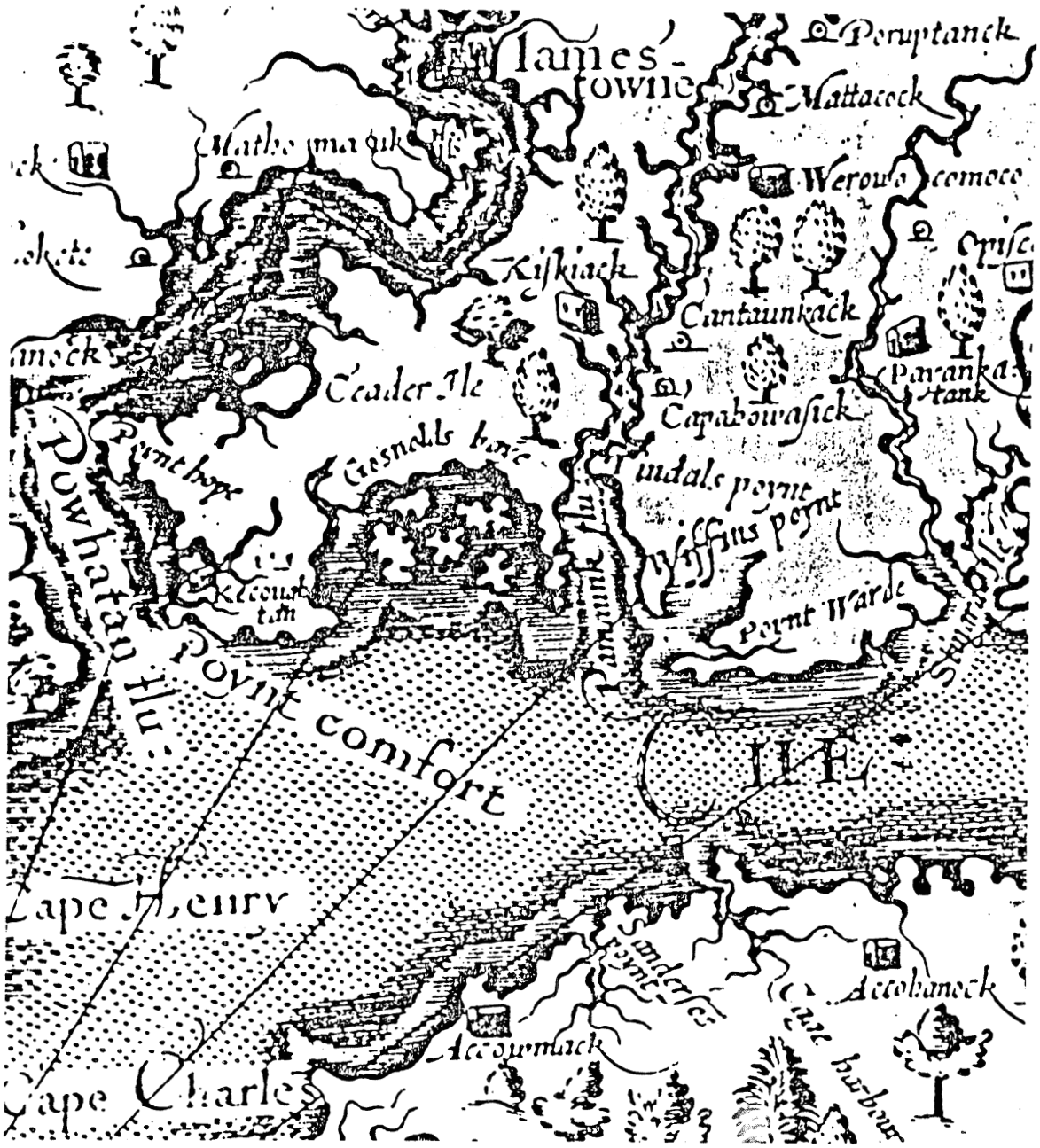


Figure 3:1 Virginia Discovered and Discribed [sic] (Smith 1610).

at which time the inhabitants of Kecoughtan were authorized to establish themselves in that vicinity (Kingsbury 1906-1935:III:227). During the next decade colonists built homesteads at Newport News (Newportes News), Blunt Point and Mulberry Island, and along the Warwick River, Waters Creek, Skiffs Creek, and other navigable streams, all of which lie within the modern city of Newport News. A census taken in 1624 and a muster made in 1625 reveal that Elizabeth City (of which the study area was then part) was the most populous of the colony's four corporations (Hotten 1980:182-188,240-241,244-264).

Daniel Gookin of Ripple Court, Kent County, England, made a contract with the Virginia Company of London whereby he agreed to transport cattle and goats to the colony and to sell various commodities to the settlers there. In return, he was authorized to establish a "particular plantation" of the size that had been allocated to Sir William Neuse, one of his contemporaries.[1] Gookin, who was a tenant of the land and castle at Carygoline (Carrigaline) alias Biever (Beauvoir) in County Cork, Ireland, sold his 500 acre estate in County Longford, Ireland, and set sail for Virginia with a ship-load of men and supplies. He was prepared to trade and fulfill his obligation to the Virginia Company and to seat men upon the land he intended to patent. Virginia's governor, Francis Wyatt reported to Virginia Company officials in London that on November 22, 1621 Daniel Gookin arrived in the colony

> . . .so well furnished with all sorts of provisions as well as with cattle as we could wish all men would follow their example. He hath also brought with him about fifty men upon the adventure, besides some thirty other passengers; we have according to their desire seated them at Newport News, and we do conceive great hope (if the Irish plantation prosper) that from Ireland great multitudes of people will be like to come thither [Kingsbury 1906-1935:III:587].

Records of the Virginia Company indicate that Gookin intended to transport 300 persons to the colony; surviving patents indicate, however, that he brought in only about 1/3 that number of new immigrants. Gookin and his men, who had come to Virginia aboard the Flying Hart, may have fortified their position soon after arriving in the colony, for they escaped harm during the March 22, 1622 Indian uprising. Later, Gookin declined to evacuate his plantation in favor of a more secure position, stating that he

---

[1]Private individuals or groups of investors could receive a patent to a substantial quantity of land if they paid for outfitting and transporting a group of settlers to the colony. Under the headright system, 50 acres of land were awarded for every person transported to Virginia. William Newse of Newcetown, Ireland, came to Virginia in 1620 and seated himself at Elizabeth City. He proposed to settle 1,000 persons in the colony before 1625 (Meyer and Dorman 1986:311).

"thought himselfe sufficient against what could happen." In April 1622 the governor's council informed officials in England that Newport News was one of the few plantations that were being strengthened and safeguarded against Indian attack (Kingsbury 1906-1935:II:584;III:612).

Daniel Gookin set sail for England in early summer, leaving his Virginia plantation in the care of John Shipwarde (McIlwaine 1934:48). Upon reaching his destination, he outfitted a ship with supplies and then secured a patent to his plantation.[2] Daniel Gookin called part of his Newport News landholdings Maries Mount in honor of his wife, the former Mary Byrd (McIlwaine 1934:498; Meyer and Dorman 1986:312). A June 1623 letter that George Sandys dispatched to John Tradescant reveals that the Indians harassed the settlers at Newport News. Sandys reported that upon arriving at the Gookin plantation, he learned that "of all Mr. Gookin's men wch he sent out last yeare we found but 7, beeing all kill'd by th' Indians and his plantation ready to fall into decay" (Kingsbury 1906-1935:IV:229).

In 1625 when a muster was made of the colony's inhabitants, Daniel Gookin was credited with 20 servants who were living at Newportes News, 18 of whom were male. All but one of the men in this group were in their 20s. The two women who were present were aged 21 and 44. Eight of the men servants who were living at Newports Newes in 1625 had come to Virginia with Daniel Gookin in 1621. Three others had arrived in 1623 aboard the Providence, the supply ship that Gookin dispatched from England. The settlers living at Newports News resided in four houses. The presence of three mounted ordinances suggests that they had built a fort. They also had on hand 16 "peeces" (firearms), 200 lbs. of shot, 20 armors and 20 swords. The Gookin plantation was relatively well provisioned, for 30 barrels of corn were on hand, three hogsheads of peas, and 2,000 fish (Meyer and Dorman 1986:50).[3] In May 1625, when a list was made of the tracts in Virginia that had been patented and/or seated, 1,300 acres called Newports Newes in the Corporation of Elizabeth City were described as planted (Hotten 1969:273).[4] It was the quantity of land that would have been awarded for the transportation of 26 persons to the

---

[2]The Providence, the ship that transported supplies to Gookin's plantation, also brought 40 more servants to work his land, plus another 30 passengers. It had a lengthy and difficult ocean crossing (Kingsbury 1906-1935:IV:105).

[3]Many of the inhabitants of Newport News in 1625 were described as residents of Elizabeth City in the 1624 census (Hotten 1969:184).

[4]Lt. Richard Crouch's heir, Mary True (Tue) came into possession of 150 acres at Newport News which she sold to Daniel Gookin in 1622 (Meyer and Dorman 1986:312).

colony.[5]

Daniel Gookin, upon returning to Ireland in 1622 never came back to Virginia, but his son, Daniel II, was living at Newport News in February 1, 1631, when he conveyed 50 acres of his father's land to Thomas Addison, a former servant.[6] The elder Gookin, earlier on, had conveyed 100 acres at Newport News to Richard Griffin, another servant. Dutch sea captain, Peter deVries on March 20, 1634 wrote that he had "anchored at evening before Newport Snuw [sic], where lived a gentleman by the name of Goegen." By 1643 Daniel Gookin II, whose religious views put him at odds with the Established Church, had departed from Virginia and relocated temporarily to Maryland; within a year he moved to Massachusetts, where he settled in a Puritan community (McIlwaine 1934:498; Meyer and Dorman 1986:312-313).[7]

W. T. Stauffer, who traced the ownership of the land that in 1934 comprised the city of Newport News, concluded that Newport News Creek formed the eastern boundary of the Gookin patent and that Newport News' East End came from the patents of Bartholomew Weathersby, Aron and Derrick Corsestan, and Robert and John Saltford. He stated that Robert Saltford and his wife patented land on the east side of Salfords (Saltfords, Salters) Creek in 1620 and resided near its mouth. To the Saltford couple's west was the Weathersby tract; on the west side of Newport Creek were the Corsestans. Like the Gookin patent, all of these tracts were subdivided and sold several times before Newport News was created (Stauffer 1934:333).

In March 1624 the burgesses convening at Jamestown agreed

---

[5]The transportation of 80 persons in 1621 and 70 persons in 1622 would have entitled Daniel Gookin to 7,500 acres of land.

[6]In 1637 Daniel Gookins II claimed 2,500 acres of land on the lower side of the James River, between the Nansemond and Chuckatuck Rivers, on the basis of 50 headrights. The text of his patent notes that the property had been awarded by means of a court order dated February 25, 1634 (Nugent 1969-1979:I:78). He was likely claiming more of the acreage to which his father was entitled under the headright system.

[7]A patent allocated to William Cole in 1685 reveals that Daniel Gookin II sold all but 250 acres of his father's patent called Newport News to John Chandler. Chandler, in turn, conveyed it to Captain Benidict Stafford, from whom the property escheated to the Crown. A survey of the Gookin tract revealed that it contained 1,431 acres (Nugent 1969-1979:II:291). After William Cole's death, the Newport News tract (as then defined) passed to his daughter, Susanna, the wife of Col. Dudley Digges. The property was passed down through the Digges family. A map made in 1769, to settle a boundary dispute, reveals that the Newport News tract stretched from the Mariners Museum's property at Waters Creek [Lake Maury] down to Newport News Point and extended east into what was then Elizabeth City County (Stauffer 1934:205).

that monthly courts should be held in two of the colony's more populous corporations that lay distant. At that time a local judiciary system was established in Elizabeth City and Charles City, where appointed commissioners could deliberate "suits and controversies not exceeding the value of one hundred pounds of tobacco and for punishing petty offenses" (Hening 1809-1823:I:125). In 1627, officials at Jamestown decided that in the event of a foreign invasion, all of the provisions in Elizabeth City, along with those persons deemed unfit for military service, were to be withdrawn to Newport News, from which point they could be removed to Samuel Mathews' plantation (Denbigh or Mathews Manor), a position of greater safety (McIlwaine 1934:135). That eight men were sent to the House of Burgesses in 1629 as delegates representing what became modern Newport News, reveals that the area's population had grown significantly. The Mulberry Island community was represented by two men, the Warwick River plantations by four men, and the Nutmeg Quarter area by two men (Hening 1809-1823:I:xix,139).[8] Concurrent with community growth came the need for parish churches to fulfill local residents' religious needs. As the Church of England was Virginia's state church, attendance and support of one's parish was compulsory. By 1627 there was a church on Mulberry Island in what was known as Stanley Hundred or Mulberry Island Parish. In 1629, when the Rev. George Keith (Skiff) arrived in the colony, the territory between Maries Mount and Waters Creek was formed into a new parish, an entity later known as the Nutmeg Quarter Parish (Cocke 1964:157-164).[9]

In 1634 Virginia officials, acting with the authority of the English government, divided the colony into eight shires, in order to establish "more convenient government" and seats for local courts. One of these original jurisdictions was the Warwick River Shire. The "countie of Warricke River," which extended from Skiffs Creek and Mulberry Island to Maries Mount, had 811 inhabitants, comprising the third most populous shire in the colony (Anonymous 1871:94). An act was passed by Virginia's Grand Assembly in March 1643 whereby the name of Warwick River County was shortened to Warwick County. At that time, the county's boundaries were reaffirmed and described more fully. They extended

> . . . from the mouth of Keiths [Skiffs] Creek up along the lower side of the head of it, including all the dividend of Thomas Harwood . . . with Mulberry Island, Stanley Hundred, Warwick River, with all the land belonging to the Mills and so on down to Newport's News [Hening 1809-1823:I:249-250].

During this period, land-hungry Virginia planters commenced

---

[8]However, commencing in 1660 each county was authorized to send only two delegates (Hening 1809-1823:I:xix,139).

[9]In 1656 Nutmeg Quarter Parish was consolidated with Denbigh Parish, which lay immediately upstream. In 1725 the Mulberry Island and Denbigh parishes were merged to form Warwick Parish.

advancing into the colony's interior in search of new acreage upon which they could cultivate tobacco, Virginia's principal crop. Thanks to the headright system, they could pay for the transportation of indentured servants to Virginia, then claim 50 acres for every person they transported. In this manner, Virginia's more successful planters were able to substantially increase their landholdings while simultaneously fulfilling their need for labor. Eventually, a shortage of workers and the importation of blacks culminated in the blacks' enslavement and Virginia planters' reliance upon slave labor.

The Mid-To-Late Seventeenth Century

During the mid-seventeenth century, Virginia's social spectrum became increasingly polarized. At its top were those who held the colony's highest official posts. At the bottom were the smallest planters and landless freedmen (former indentured servants), plus minorities such as blacks and Indians. Somewhere in between were the middling planters whose landholdings were of modest but substantial size. Although the colony's elite often quarreled among themselves over trade and authority, they solidified their positions as Virginia's recognized leaders, with the result that the social order increasingly became more rigid. Political authority was (to a large extent) monopolized by the planter aristocracy, who had amassed fortunes in land and servants and added to their wealth through officeholding. These same men forged family alliances that furthered their ambitions and perpetuated their political careers (Billings et al 1983:55-59).

On June 10, 1667, a Dutch fleet of five ships, flying English colors, sailed into Hampton Roads. There, they made a surprise attack upon Virginia's tobacco fleet, which ships were heavy laden and lay at anchor near Newport News Point. Learning that the guard ship Elizabeth was ill-prepared to fight, the Dutch captured all 20 of the English merchantmen. During the five or six days the Dutch rode in Virginia waters, the colony's militia prevented them from sending landing parties ashore. However, the militia men were unable to protect the tobacco ships or to strike a definitive blow against the colony's invaders. In 1673 Virginia's tobacco fleet again fell prey to the Dutch (Middleton 1953:337-339; Rouse 1969:14).

A map prepared by Augustine Herrmann (1673) in 1670 indicates that plantations were then scattered along the banks of the colony's four major rivers. Although Herrmann's rendering was a somewhat schematic representation, the settlement pattern he indicated (i.e., that Virginia planters tended to build their seats along river frontage and on the banks of navigable streams) is corroborated by the works of other early cartographers (Lamb 1676; Henry 1770; Fry and Jefferson 1775) and confirmed by the presence of archaeological deposits and historic structures that still survive. The Herrmann map, which indicates that colonists by 1670 were settled thickly along the banks of the James River, the Warwick River and their tributaries, prominently identifies Newport News Point (Figure 3:2). Ferries connected overland

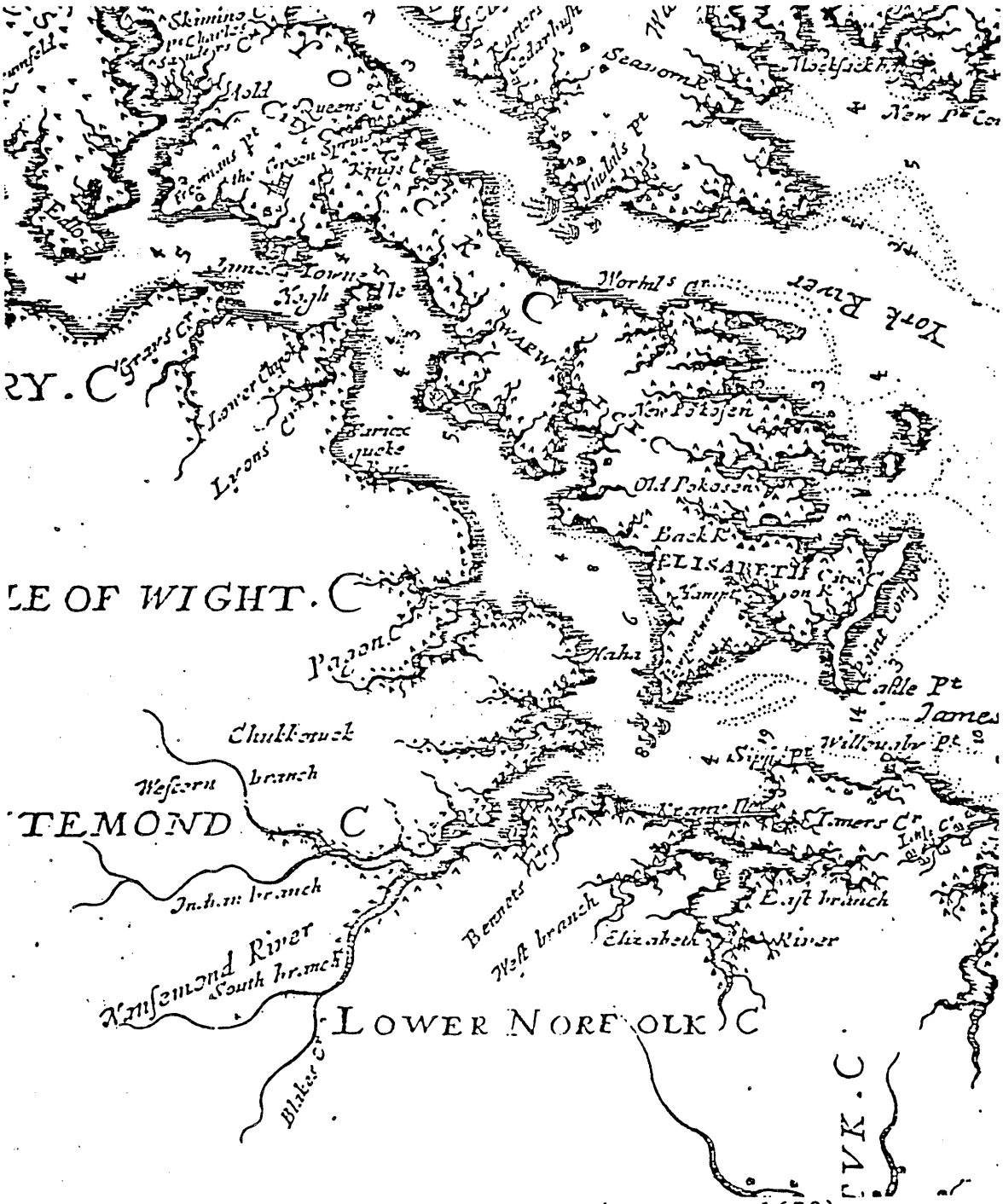


Figure 3:2 Virginia and Maryland (Herrmann 1673).

routes, facilitating development and commerce.

During the mid-1670s, when Virginia was caught up in the conflict known as Bacon's Rebellion, part of the territory on the north side of Hampton Roads was in the hands of Nathaniel Bacon's supporters. On September 36, 1676 Governor William Berkeley came down to Newport News, where he mustered his men and met with the captain of a royal naval vessel that was anchored off Newport News Point. Two days later, men from that vessel clashed with Bacon's followers at Newport News. On October 15th another hostile encounter occurred at Newport News, when Bacon's partisans (who were under the immediate command of a Mr. Hunt) engaged the king's men (B.P.R.O.:C.O. 1/37 f181).

In June 1680, when Virginia's House of Burgesses passed the first of three acts establishing port towns at specific locations within the colony, one of the town sites selected was on the eastern bank of the Warwick River at Deep Creek. Warwick Town, like the colony's other planned towns, was to be 50 acres in size. The designated tracts were laid off and surveyed into lots soon after the enabling legislation was passed and incentives were offered to stimulate urban development (Hening 1809-1823:II:471-478; Reps 1972:67). Although the 1680 town act eventually was suspended, similar legislation was passed in 1691 and again, Warwick Town was designated an official port. Although some of the towns created in 1680 had become well established and others had not, the text of the 1691 act reveals that Warwick Town had "several houses there built, together with a brick court house and prison" (Hening 1809-1823:II:508;III:60). Prior to the construction of a courthouse at Warwick Town, Warwick County's court justices convened at each other's homes. Court sometimes was held at the Denbigh Plantation of Captain Samuel Mathews and Miles Cary II of Richneck frequently hosted the county court. He maintained the clerk's office at Richneck for many years and according to local tradition, the county commissioners in warm weather met under the shade of a large elm tree that eventually became known as the Courthouse Elm (Jester 1961:28; Harrison 1919:96).

The Eighteenth and Early-To-Mid Nineteenth Centuries

The James-York peninsula, despite urban development at a few sites, remained predominantly rural throughout the eighteenth and early-to-mid nineteenth centuries. Historical maps reveal that major plantation seats lined the shores of the James River, where the more affluent planters had direct access to commercial shipping (Fry and Jefferson 1755) (Figure 3:3). Inland, large plantations were interspersed with small and middling farmsteads and local service centers. Toward the close of the eighteenth century the development and improvement of inland transportation corridors opened the peninsula's interior to more widely dispersed settlement (Virginia Department of Historic Resources 1986). Warwick County gradually became more densely populated, especially the area near Mulberry Island.

Figure 3:3 A Map of the Most Inhabited Part of Virginia (Fry and Jefferson 1755).

During the American Revolution a party of British soldiers landed near Newport News Point and marched up to the vicinity of Waters Creek. There, they came under attack by a party of Virginia militia, who routed them successfully. After the Revolution, the James-York peninsula recovered slowly from the effects of war. The relocation of Virginia's capital from Williamsburg to Richmond accelerated the area's decline as emphasis shifted inland toward the Piedmont; concurrent with the decline of the region's political influence came loss of both population and wealth. Although the local economy remained viable, Warwick County's soil, like that of other parts of Tidewater Virginia, was depleted, lessening its productivity (Colonial Williamsburg Foundation 1985:Section XII; Rouse 1969:14).

Maps prepared by Berthier (1781), Bishop James Madison (1807) and Herman Boye (1826) reveal that during the late eighteenth and early nineteenth centuries, a major road extended up the peninsula from Hampton Roads, linking rural landowners with the area's social and commercial centers and providing them with access to the seacoast (Figures 3:4 and 3:5). Shown prominently on Boye's map was the Warwick County Courthouse, near Stony Creek, to which the county seat moved in 1809-1810.[10]

Between 1790 and 1890, there was a general decline in the population of the James-York peninsula, although the situation began to stabilize toward the middle of the nineteenth century. Land tax records demonstrate that as time went on, the ranks of the middling farmer declined and the number of small landowners increased; meanwhile, the position of the large landowner remained stable (Warwick County Land Tax Lists 1782-1861; Colonial Williamsburg Foundation 1985:Section XII).

During the mid-nineteenth century, improved agricultural techniques and reduction in farm size led to a revitalization of the region's agricultural economy. Whereas the cultivation of tobacco had once played a vital role in Tidewater economics, emphasis shifted to the production of grain crops. By the time of the Civil War, a mixed crop system of agriculture predominated. More sophisticated farming techniques, designed to restore soil fertility, led to improved production and increased land values (Colonial Williamsburg Foundation 1985:Section XII). That the inhabitants of the Newport News Point area were considered a community is evidenced by the establishment of the New Port News Post Office at Bennett's Wharf in 1851. Although the facility was discontinued in 1854, it was reactivated approximately 30 years later (Jester 1961:184).

The Civil War

Early in the Civil War, the James-York peninsula was caught

---

[10] The old courthouse at Warwick Town was shown by Madison (1807).

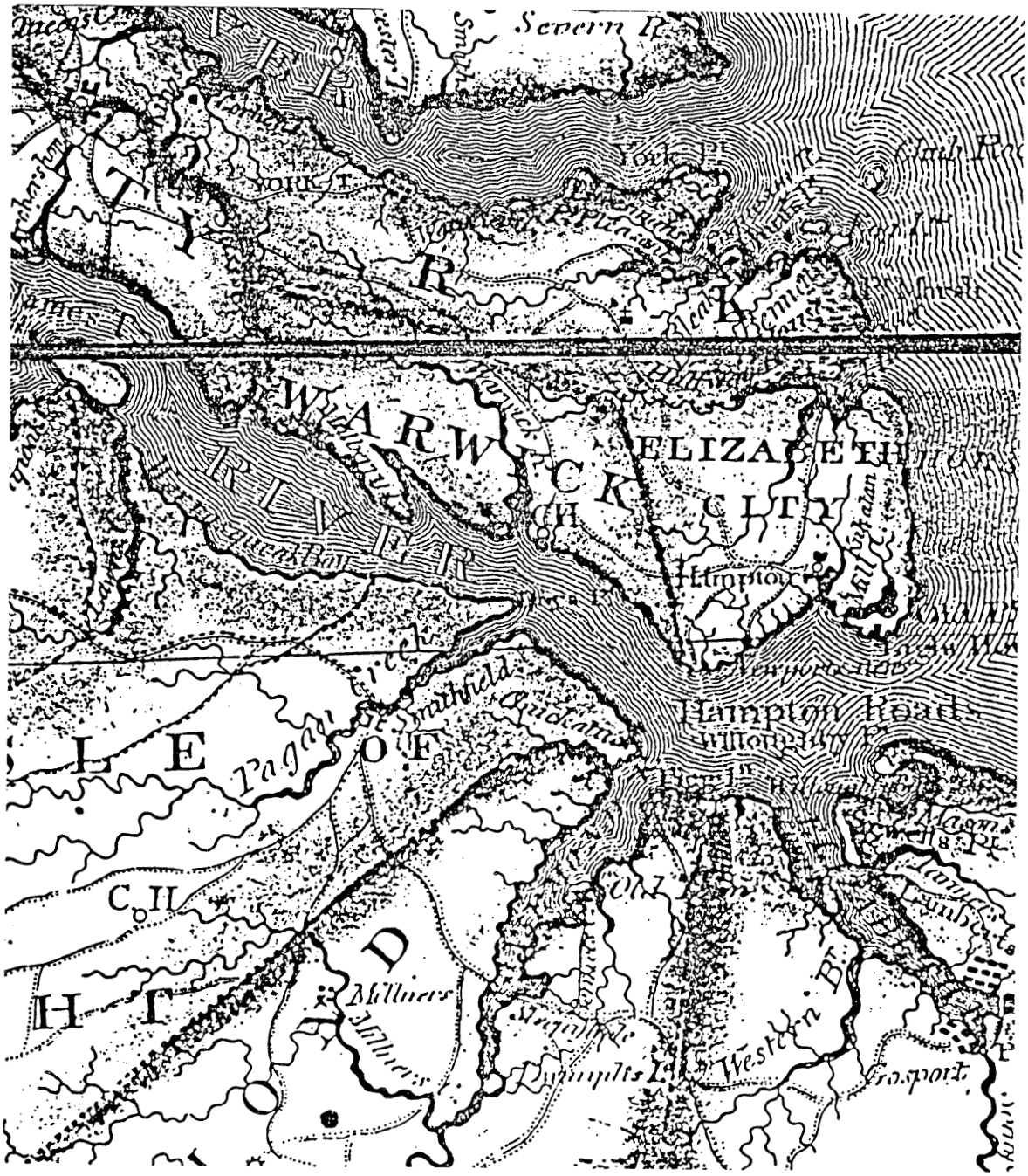


Figure 3:4 Map of Virginia (Madison 1807).

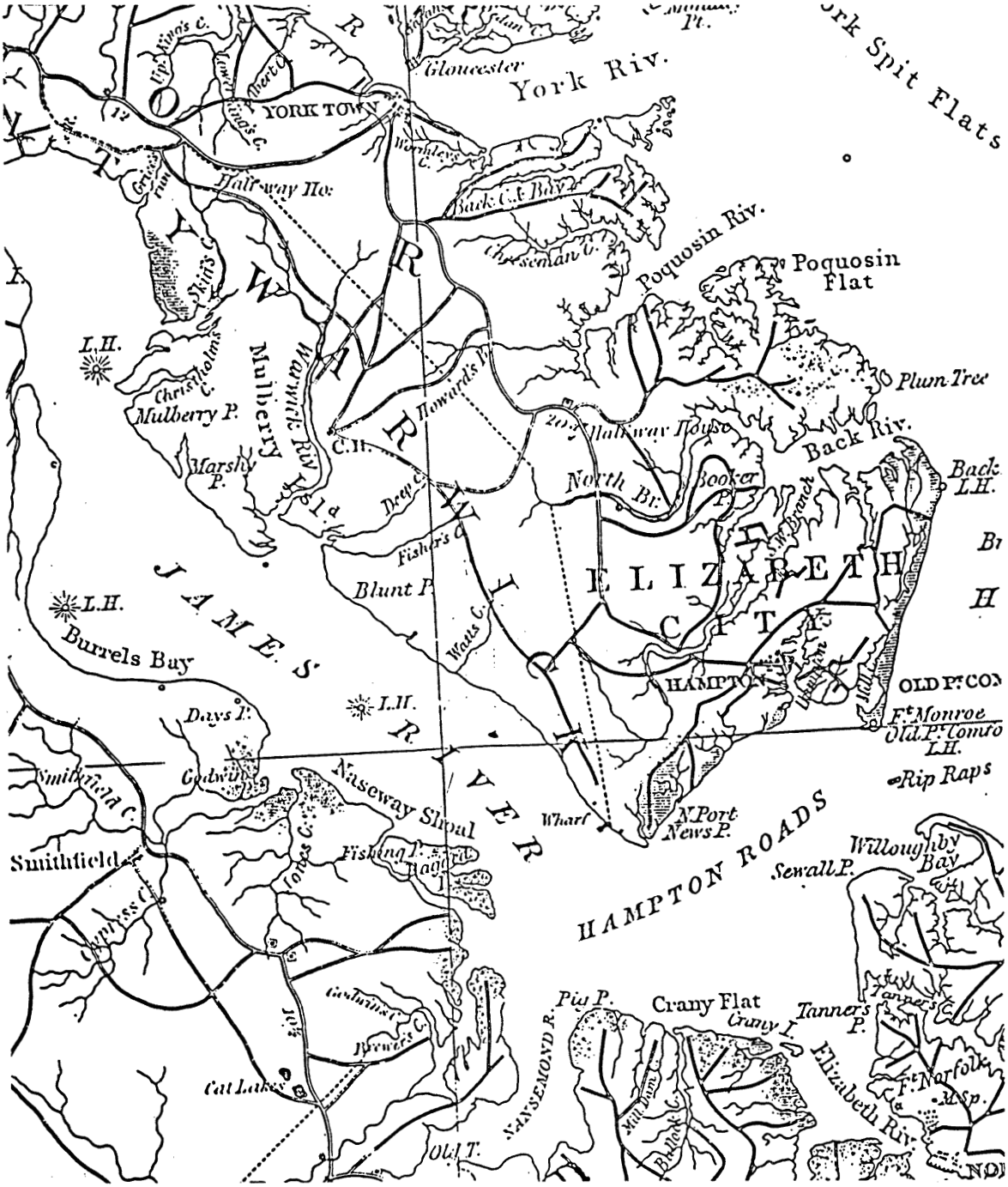


Figure 3:5 Map of the State of Virginia (Boye 1826).

up in the conflict, for Fort Monroe (at its easternmost tip) was a Union stronghold (Tyler 1922:51-52). On May 25, 1861, shortly after his arrival at Fort Monroe, Union General Benjamin F. Butler made a visit to Newport News Point. Later, he noted that "We landed at a little Jetty at Newport News and climbed the banks. Here there burst upon my sight one of the finest scenes I ever beheld. At the point nearest the river was a farmer's house shaded by some very fine elms, and a field of some sixty or seventy acres, a perfect plain, covered with a beautiful growth of spring wheat" (Rouse 1977:41). Butler quickly dispatched regiments from New York and Massachusetts to occupy and fortify that area. By June, columbiads were sent from Fort Monroe were erected at Newport News Point, earthworks were thrown up, and a military complex named Camp Butler had been built. Wharves that had been constructed by Robert Bennett and Parker West were confiscated, as was a storage building which was put to use as a commissary.[11] Three large wells were dug, from which water was pumped to naval vessels. Later, a better landing pier, additional warehouses, and other buildings were constructed at Camp Butler (Jester 1961:87-88; Rouse 1977:45) (Figures 3:6 and 3:7) (see ahead).

During mid-summer 1861, General Robert E. Lee visited the James-York peninsula, inspecting the batteries on the York and James Rivers and formulating plans for the region's defense. Fortifications were to be constructed at Mulberry Island and across the James at Day's Point, to prevent Union naval vessels from circumventing any defenses the Confederates might build across the peninsula. Late in the summer, the Confederacy's forces in Virginia were concentrated in the northern part of the state, which left the peninsula vulnerable to a potential Union Army offensive. Confederate General John B. Magruder, in an attempt to retard the Union Army advance that he considered inevitable, constructed three roughly parallel lines of defensive works that took maximum advantage of the area's topography. The fortifications that Magruder's men built slowed the invading army's progress considerably. A Union engineer later wrote that "these groups of fieldworks were connected by rifle trenches or parapets for early the whole distance . . . every kind of obstruction which the country affords, such as abatis, marsh, inundation, etc. was skillfully used" (Davis 1967:30). Around March 1st, Magruder abandoned his easternmost defences and fell back to his second line, which was located along the Warwick River, for some of his detachments were dispatched to Suffolk and Portsmouth (Webb 1881:49-50). Off shore from Newport News, the Confederate ironclad naval vessel, the Virginia (the former U. S. steam frigate, Merrimack) rammed and sank the U. S. frigate

---

[11]According to George Benjamin West (Parker West's son), the family's wharf was at the foot of what became 18th Street, whereas Bennett's wharf, which was rented by Merriam and Gill, was just above Pier No. 5. Robert Bennett had had a wharf and storehouse at this location since ca. 1851 (Rouse 1977:45).

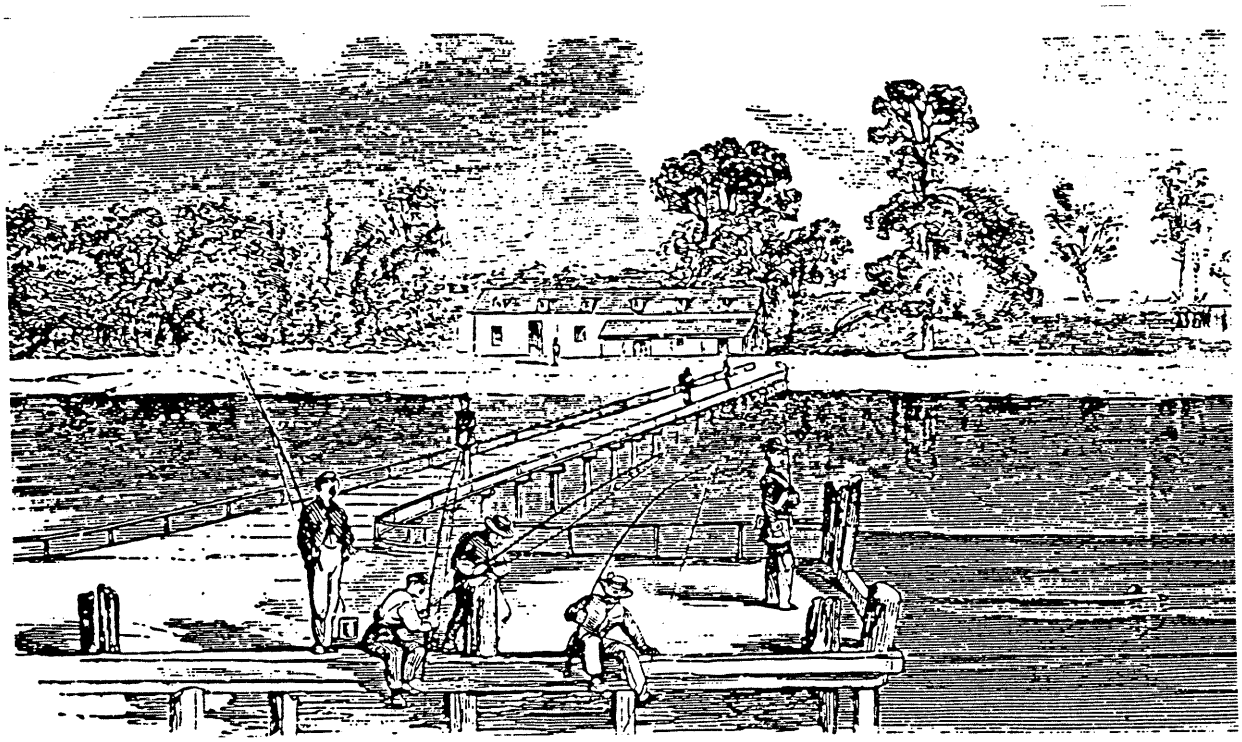


Figure 3:6 Newport News, now in possession . . . of Federal Troops (Leslie's Illustrated News in Rouse 1977:32).

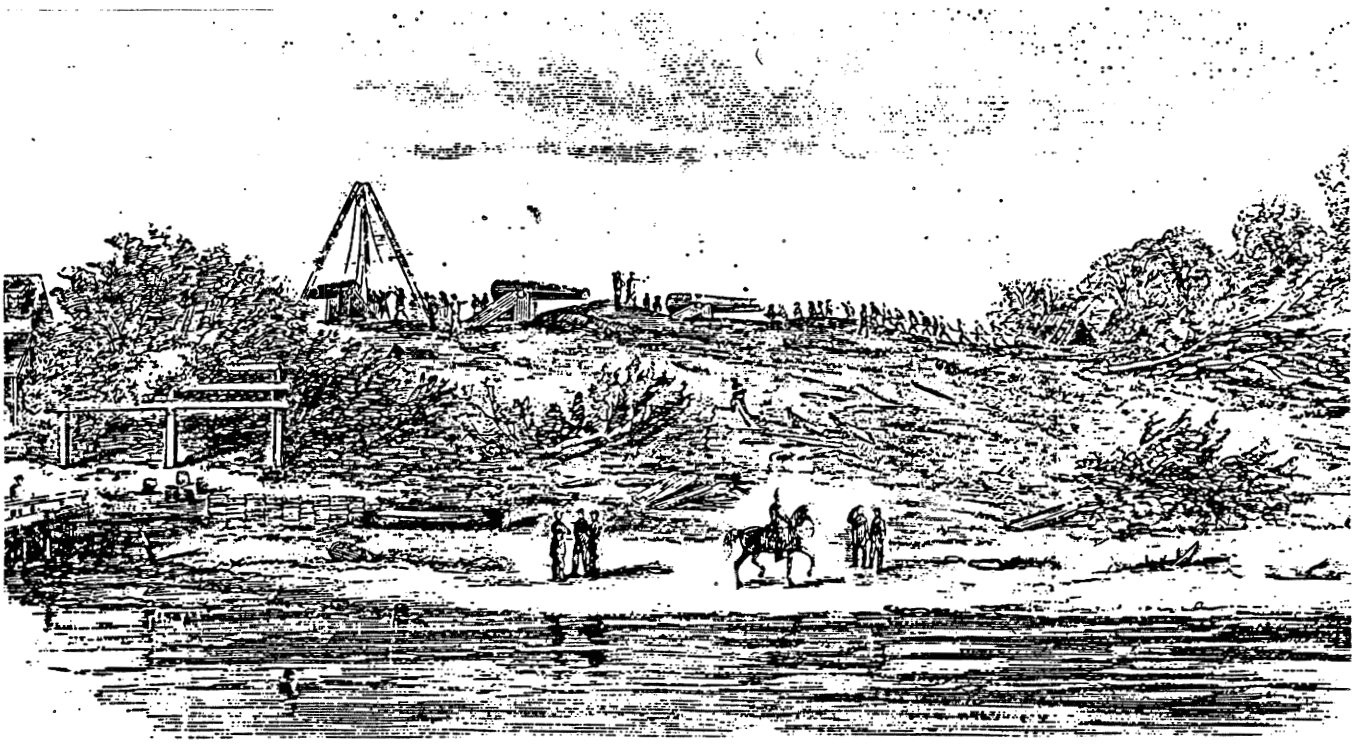


Figure 3:7 Untitled print of Newport News Point (Leslie's Illustrated News in Rouse 1977:42).

Cumberland on March 8, 1862. The Virginia also attacked and destroyed the U. S. S. Congress off Salters Creek. The following day, the celebrated duel between the Virginia (Merrimack) and U. S. S. Monitor, which ended in a draw, took place in Hampton Roads (Jester 1961:185).

On April 4, 1862 Union General George B. McClellan set out from Fort Monroe, initiating what became known as the Peninsular Campaign. He was misinformed about the terrain that lay ahead and was unaware that his army overwhelmingly outnumbered the Confederates. McClellan intended to move his troops forward in two columns: one that was to march toward Yorktown and another that was to parallel the banks of the James River, moving toward Williamsburg. McClellan's men soon encountered the lines of defense that the Confederates had built across the peninsula. They also became bogged down in muddy roads, which heavy rains had rendered nearly impassable. After a difficult march, they came to rest on the east side of the Warwick River, opposite the Confederates' second line of defenses. On May 2, General Joseph P. Johnston, who had assumed the Confederate command and was wary of facing an army that outnumbered him 3 to 1, ordered the withdrawal of his entire line, which was accomplished under the cover of darkness. The Confederates then fell back to their third line of defense, at Williamsburg. A short time later, they commenced their slow retreat up the peninsula. Union General McClellan, meanwhile, began lengthy preparations for a siege upon Yorktown. His men followed the retreating Confederates up the peninsula as far as the outskirts of Richmond, where they encountered the strong defensive lines that rimmed the city. McClellan and his men withdrew (USATCFE 1977; Davis 1967:30-46; Webb 1881:43-45).

Union Occupation

During this period many of the lower peninsula's inhabitants also departed from the area. With this exodus, the abandoned countryside fell into the hands of the Union Army. Runaway slaves or "contrabands" flocked to Hampton Roads and the vicinity of Fort Monroe, seeking refuge. This influx of people, many of whom came with only the clothes on their backs and a few items they could carry, posed a serious health and welfare problem for Union officials who were ill-prepared to furnish them with food, shelter, and employment. The task of providing for these former slaves was turned over to the Bureau of Refugees. Records of this little known branch of government, which have received little scholarly attention, reveal much about life on the lower peninsula during the Reconstruction period. One means used by federal officials in providing food and shelter for black refugees was to allocate them private property that had been abandoned by its owners or confiscated for back taxes. Because a mass exodus of white citizens occurred shortly after the war reached the lower peninsula, much vacant land was available. Records of the Bureau of Refugees demonstrate that many lots in the town of Hampton were occupied by blacks who constructed shanties from the rubble of buildings that had been burned during the war. Abandoned farm

land typically was subdivided into small parcels that were leased to refugees who paid their rent in crop-shares (Bureau of Refugees 1862-1866). Sometimes, Union officers simply confiscated a landowner's property and issued it to black refugees. It is likely that the buildings on abandoned or confiscated farms sustained considerable damage, for they would have been subjected to scavenging as refugees sought boards, nails and other materials for use in constructing shanties. A map of the lower peninsula's so-called Government Farms reveals that nearly 40 properties within the boundaries of modern Newport News were used by black refugees. Within the study area, portions of the Smith, Parish, and Marrow plantations at the mouth of Salters Creek, were put to this use, as was the Fitchett property (Freedmen's Bureau 1866) (Figure 3:8).

In 1865, when A. D. Bache (1865) prepared a highly sensitive topographic map of Newport News Point and vicinity, he depicted and identified a number of important cultural resources. Near the northernmost limits of the map was Fort Ericcson, a Union Army post.[12] Farms were scattered along the banks of the James River and Hampton Roads. Inland, to the east of the main road paralleling the river bank, the countryside was wooded. Farms also were situated near the headwaters of Newport News Creek and at the mouth of Salters Creek. Camp Butler, the Union Army installation that was built in 1861, encompassed a massive expanse of waterfront land and extended inland to the main road.[13] Within its confines, a series of piers protruded into the James River. Off shore, Bache identified the wreck of the Florida, a captured Confederate vessel that was rammed and sunk in the James River on November 28, 1864 (Bache 1865) (Figures 3:11 through 3:14).[14]

---

[12]Fort Ericcson appears to have been located in the vicinity of the Newport News Shipbuilding and Dry Dock Company's facilities. George Benjamin West, who chronicled the years that Newport News was in the occupation of the Union Army, recalled that "Mr. Robert Lee, wife and some small children lived about 42nd Street near Washington Avenue; **a fort was built around his house** and there was no sign of it when the war closed" (Rouse 1977:44). West's statement is corroborated by the maps of Lindenkohl (1862), who identified the fort site, and Humphreys (1862) who showed R. Lee's home at an analygous location (Figures 3:9 and 3:10).

[13]According to George Benjamin West's account, Camp Butler's earthworks extended in a semi-circle from the foot of Pier No. 2 to Pier No. 8 or 9, at 18th Street. He also noted that in the vicinity of 18th Street there was "quite a strong earthwork on which were mounted afterwards some heavy guns" (Rouse 1977:46). West's projected location of Camp Butler is supported by the Bache (1865) and Sanborn (1907) maps.

[14]In 1982 the wreck of the Florida was added to the Virginia Landmarks Register. It also was declared eligible for the National Register of Historic Places.

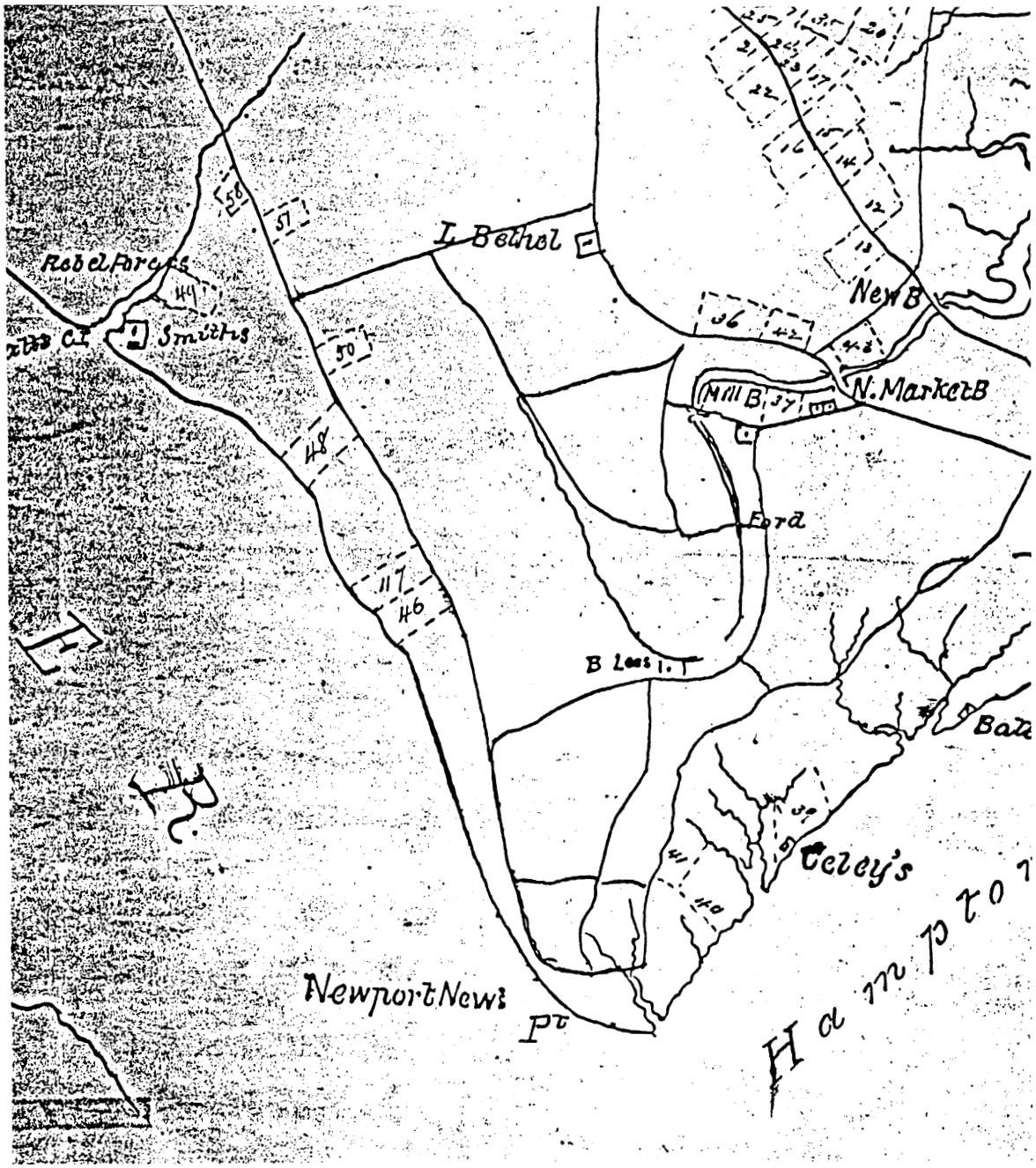


Figure 3:8 Map Showing Position of Government Farms [for Freedmen in Southeastern Virginia] (Freedmen's Bureau 1866)

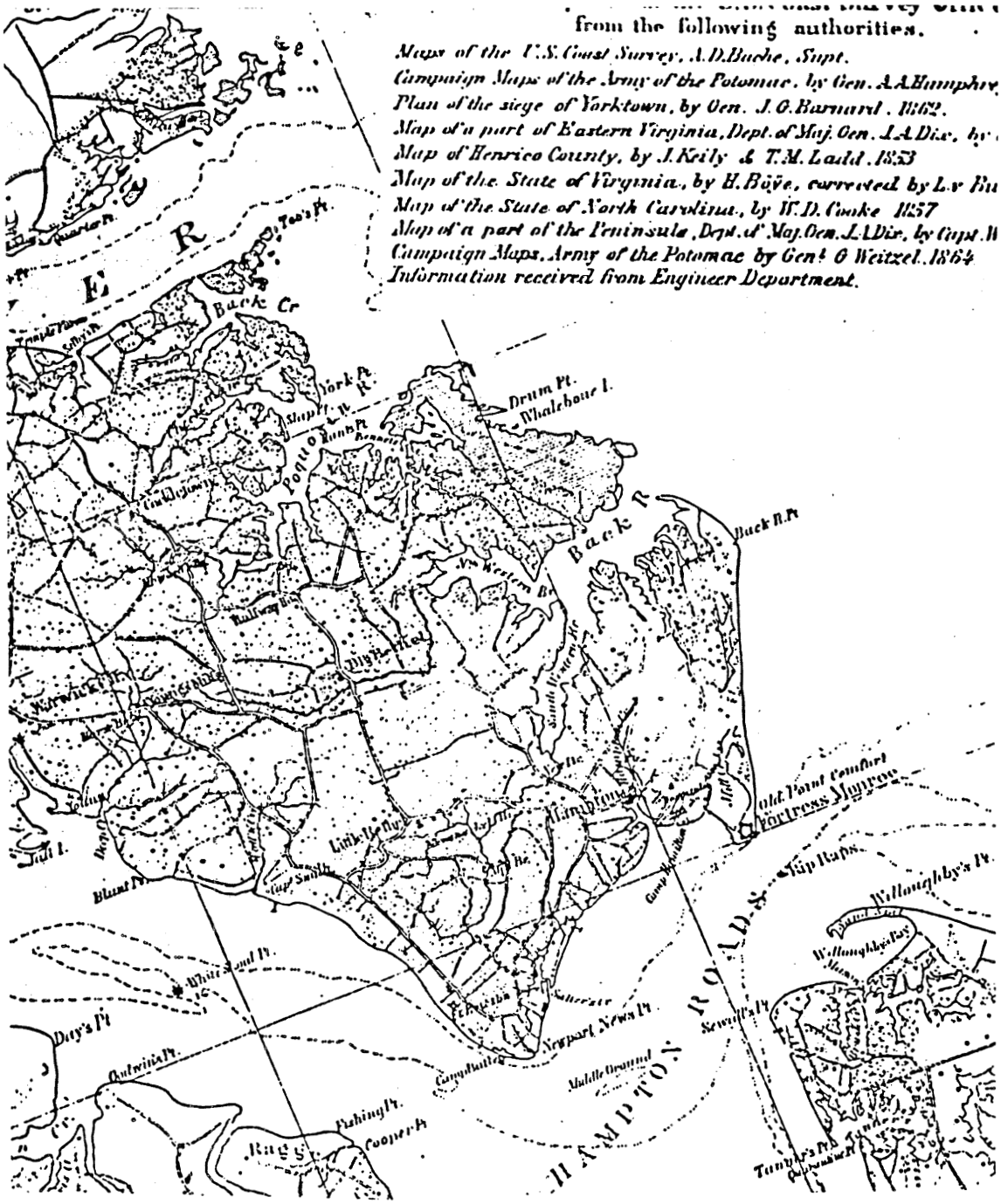


Figure 3:9 A Military Map of SE Virginia (Lindenkohl 1862).

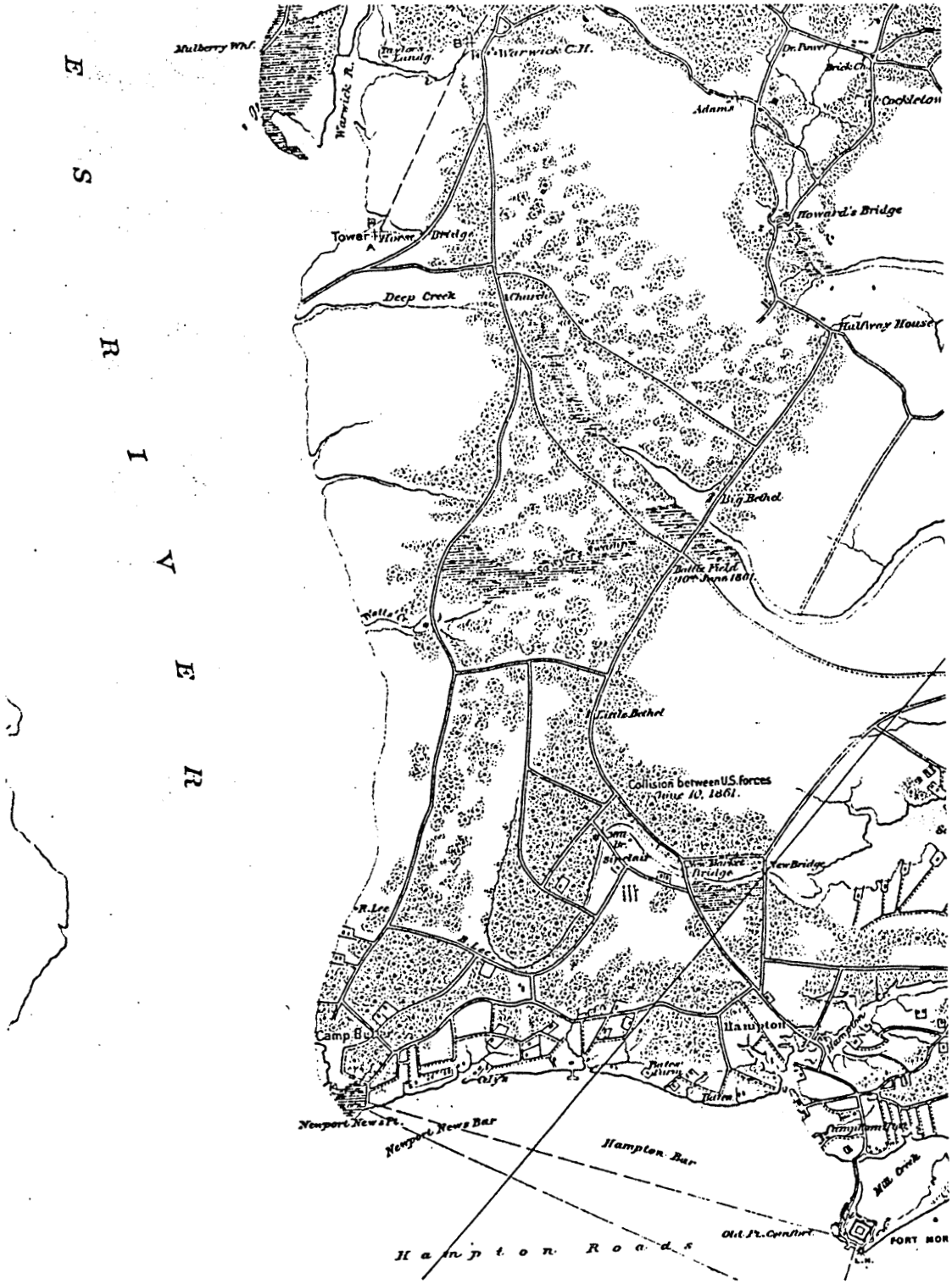


Figure 3:10 Map of Southeast Virginia (Humphreys 1862).

Figure 3:11 Newport News Point (Bache 1865).

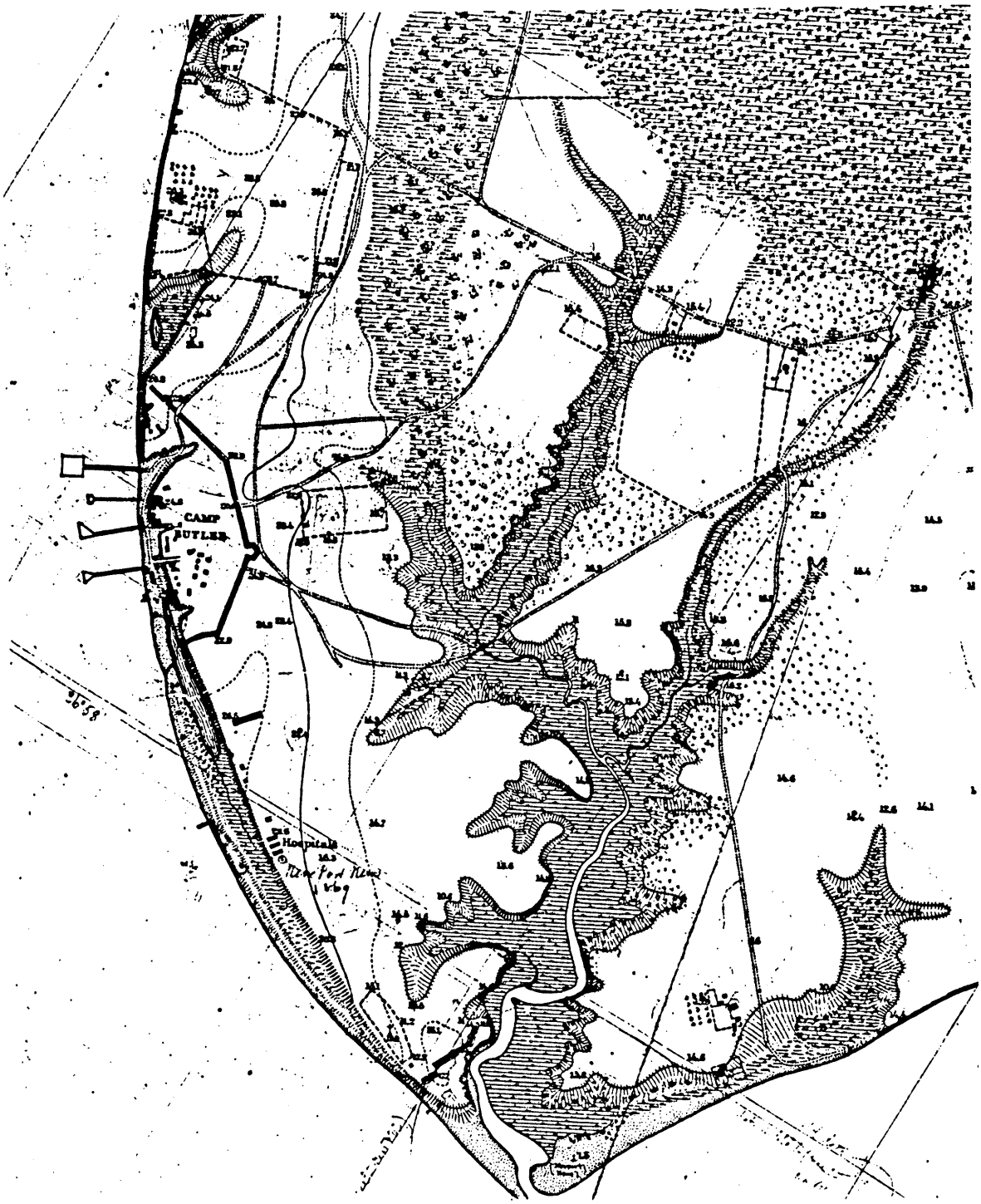


Figure 3:12 Newport News Point (Bache 1865).

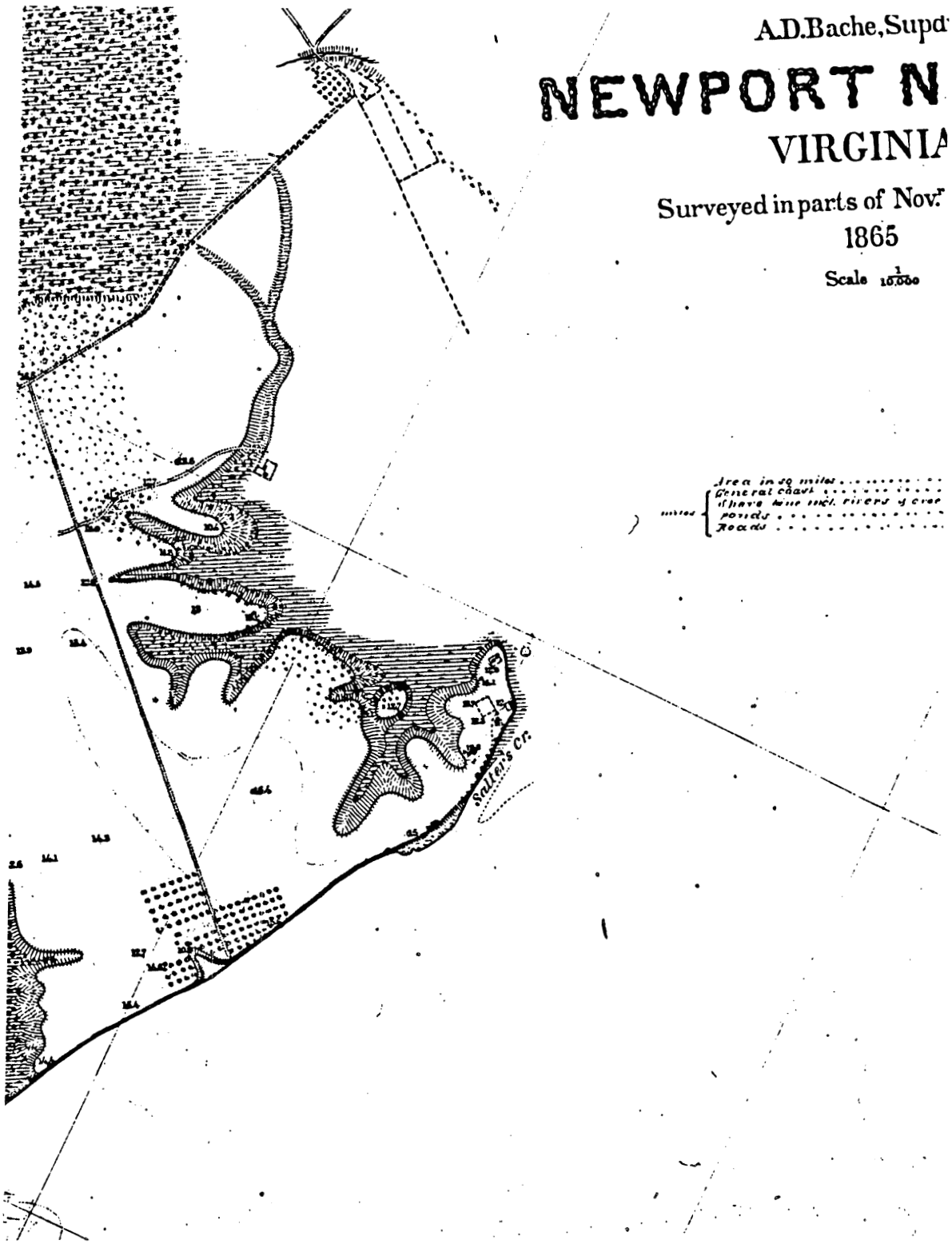


Figure 3:13: Newport News Point (Bache 1865).

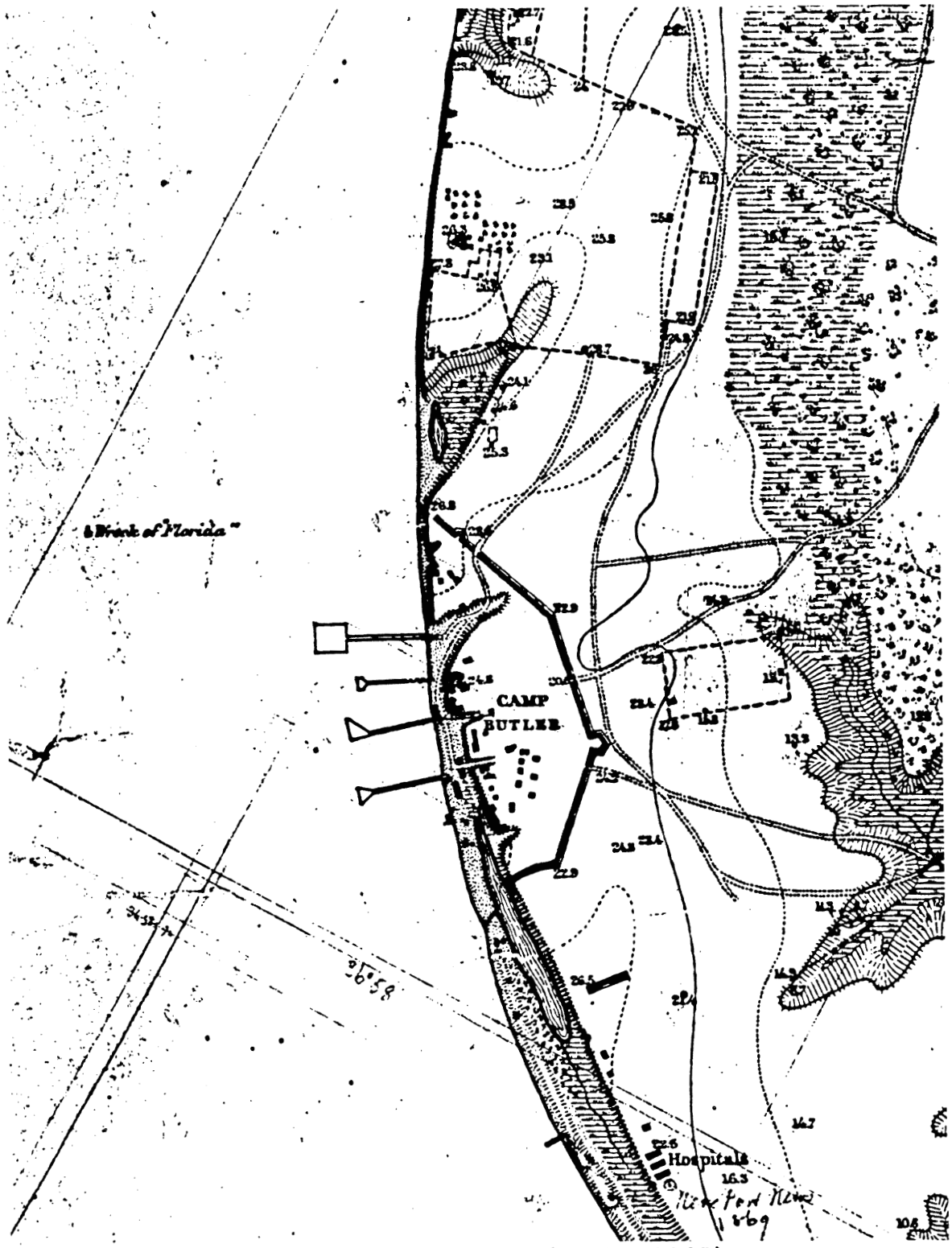


Figure 3:14 Newport News Point (Bache 1865).

After the surrender at Appomattox, Camp Butler was designated a detention facility for Confederate prisoners-of-war. Inmates began arriving immediately after the surrender and were detained there during May and June 1865. By early July most of the prisoners had been sent home and on August 2, 1865 Camp Butler was deactivated. An estimated 3,434 prisoners were detained at Camp Butler simultaneously (Jester 1961:98).

The Reconstruction Era

After the fall of the Confederacy, the peninsula's economy recovered slowly from the effects of war. Virginia's agricultural system underwent immense changes in both productivity and the types of crops raised. The loss of slave labor, upon which an estimated half of local farmers had depended, and the reduction in farm families' work force, thanks to the fact that a large proportion of Virginia's white male population had been killed or disabled in the war, resulted in a sharp decline in the number of acres tilled. Agricultural census records reveal that throughout Tidewater, farm families shifted to less labor-intensive crops (such as growing fruit and vegetables for urban markets or becoming more heavily involved in animal husbandry (McCartney 1987). Many farms were operated by sharecroppers, some of whom were blacks who chose to remain near their former homes after the war. Agricultural productivity dropped by more than half and farm size declined by a third to a fifth, as large tracts were subdivided when impoverished landowners were forced to sell out. Later, the coming of the railroad stimulated the peninsula's economy, attracting industry and providing new and expanded markets for local products (Colonial Williamsburg Foundation 1985:Section XII).

As early as 1866-1867 the idea of opening the lower peninsula to rail travel attracted popular interest. The state legislatures of both Virginia and West Virginia approved the construction of a rail line from "the waters of the Chesapeake to the Ohio River," what became known as the Chesapeake and Ohio Railroad (Jester 1961:105; Rouse 1977:49). Cartographer Jed Hotchkiss prepared a map of the lower peninsula that showed the projected right-of-way of what he called the "proposed Richmond and Newport News Railroad." He also depicted many of the area's minor roadways and identified the sites of Fort Ericcson and Camp Butler (Hotchkiss 1867) (Figure 3:15).

It was during the mid-to-late 1860s that Collis P. Huntington, a wealthy entrepreneur who had made his fortune selling mining gear during the California Gold Rush and then became a great railroad builder in the West, sent his agents to the James-York peninsula to buy up land that lay in the path of the proposed railroad. It is believed that they acquired an estimated 17,000 acres. In 1837 Huntington had visited the lower peninsula as a 16 year old pedlar and he remembered thinking that it was an ideal site for enterprise. Warwick County Deed Books demonstrate that by 1866, Calvin Giddings (one of Huntington's

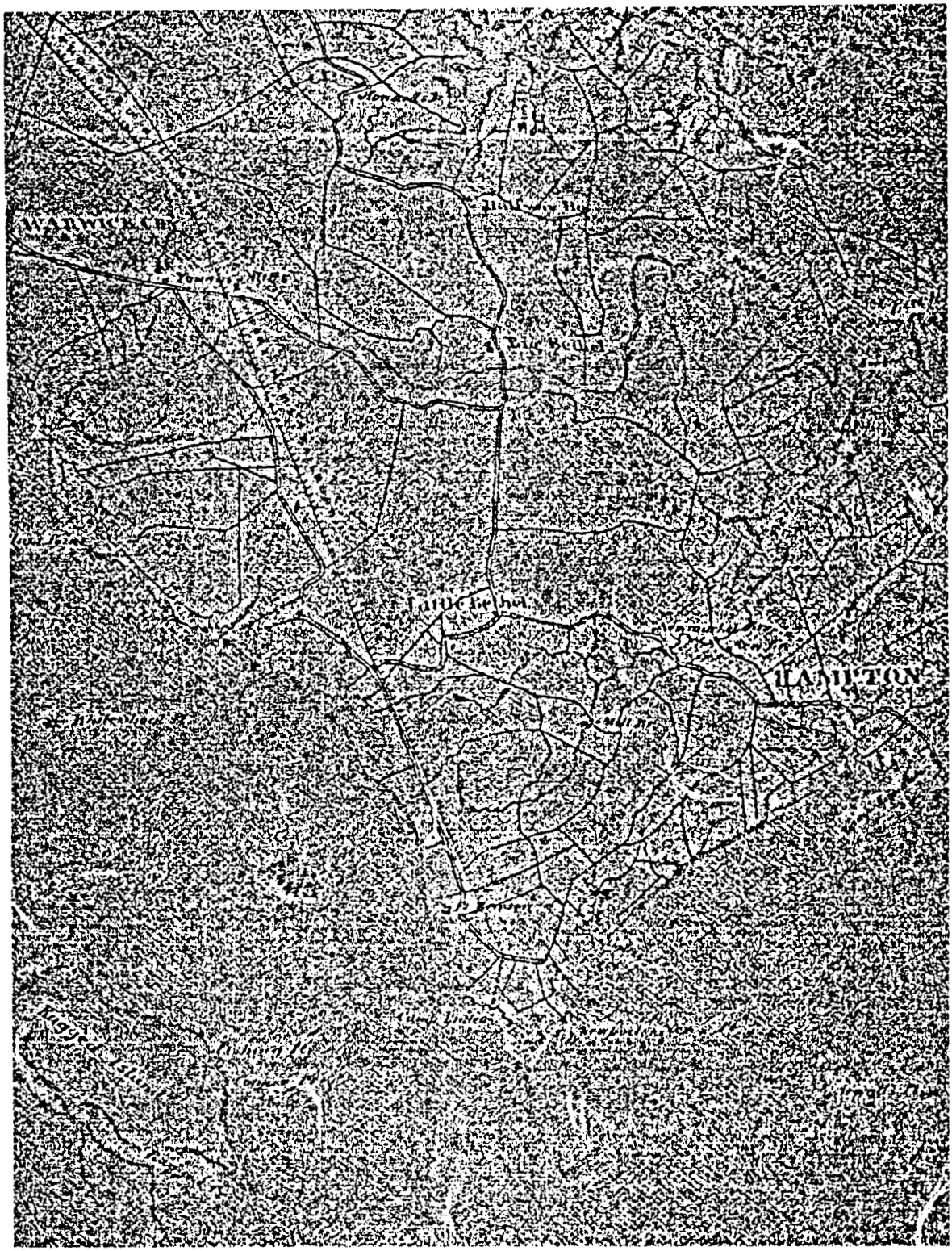


Figure 3:15 James City, York, and Warwick and [ ]orth City County (Hotchkiss 1867).

agents) was purchasing farmland that spanned the proposed railroad's right-of-way. He bought the farms of William Lee (270 acres to the north of 62nd Street) and Armistead Haughton (136 acres between 56th and 60th Streets) and in 1867 acquired the Wilbern (between 27th and 32nd Streets) and Briarfield (900 acres between 52nd and 56th Streets) tracts. Between 1873 and 1881 the farms of Thomas W. Lee (240 acres between 44th and 53rd Streets), Robert H. Lee (215 acres between 36th and 44th Streets), the Hawkins' (323 acres encompassing the James River's shore line between 36th Street and a ravine between 31st and 32nd Streets) and William Washington Burk (155 acres on the James, between 18th Street and the middle of the block between 26th and 27th Streets) were purchased by Huntington's representatives. A map of part of Elizabeth City with Newport News Point reveals that in 1881 the area was sparsely populated (Jester 1961:81,105-107; Warwick County Deed Book 1:13-14,551-553,555; Rouse 1986:34,72) (Figure 3:16).

In 1869, Collis P. Huntington formed a syndicate that purchased a controlling interest in the Chesapeake and Ohio Railroad. A committee of C & O investors considered several locations as potential sites for the railroad's eastern terminus. Ultimately, however, they concluded that Huntington's proposal was the most feasible. The C & O, having extended its tracks westward to the Ohio River, commenced implementing Huntington's plan to construct a railroad line to Hampton Roads. Land negotiations sometimes were impeded by property owners and real estate speculators who held out for a higher price (Jester 1961:108-110; Rouse 1986:50-51).[15]

The 1870s and 80s: Huntington's Plans Take Shape

The Railroad and Piers

In 1873, while the C & O's Hampton Roads right-of-way was being surveyed, a nationwide economic recession brought the project to a halt. Later, the C & O reorganized and Virginia's General Assembly went on record as endorsing the proposed railroad. At that point, the last leg of the rail line's right-of-way was laid out.[16] By February 1881, construction was underway. Contemporary news accounts indicate that an estimated 2,200 hands were employed in building the C & O rail line to

---

[15]One landowner whose property was critical to the implementation of Collis P. Huntington's plan was George Benjamin West, son and heir of Parker West whose 243 acre farm straddled Newport News Point and bordered Newport News Creek. Although West was enthusiastic about the coming of the railroad, he was intent upon retaining part of his property. Huntington, who informed West that he was an impediment to his plans, insisted on buying him out. West, in turn, viewed Huntington as wealthy, powerful and unscrupulous (Rouse 1977:132-133).

[16]Elizabeth City County ceded a small amount of land to Warwick County so that the railroad's right-of-way would be in only one political jurisdiction (Rouse 1977:51).

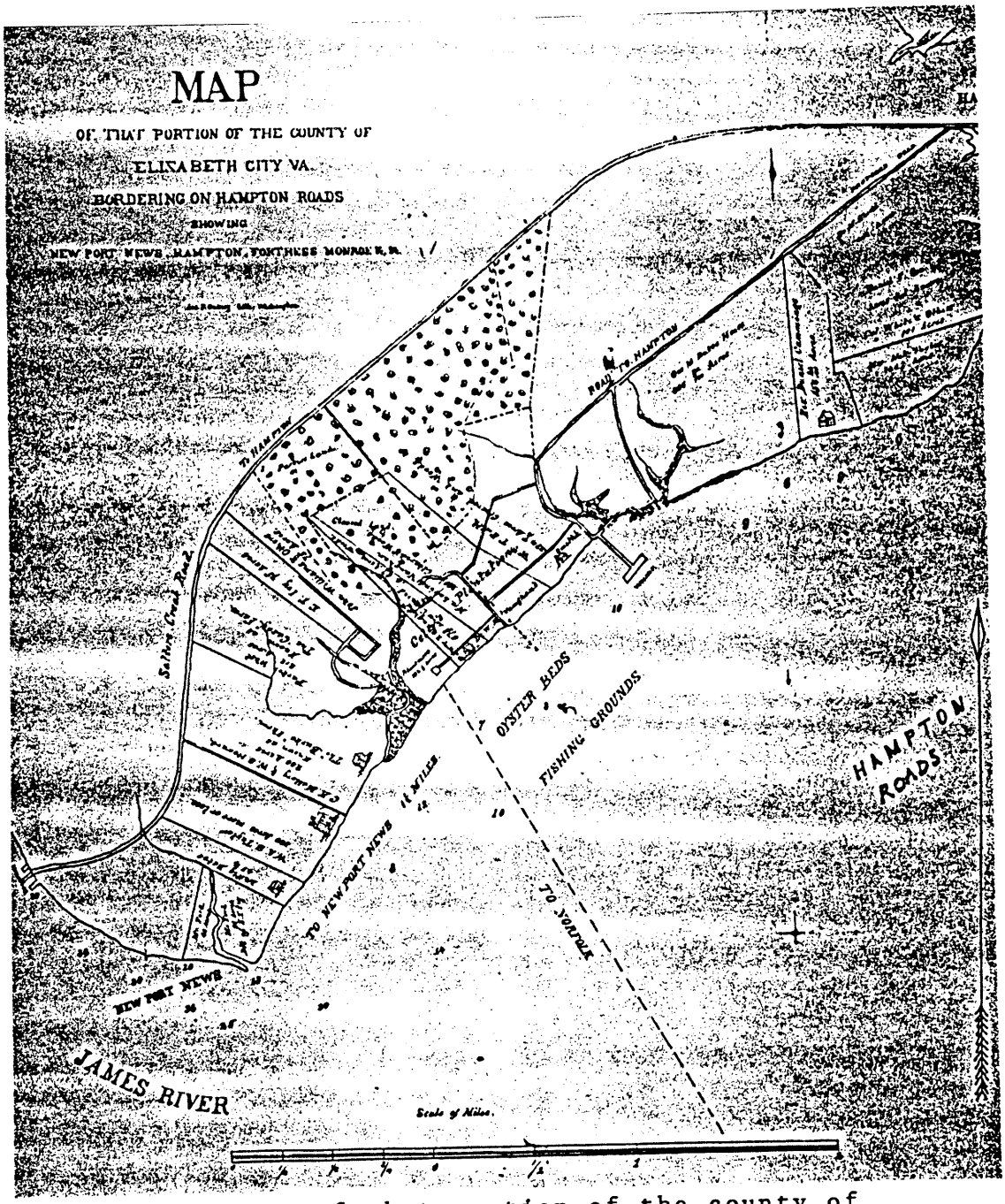


Figure 3:16 Map of that portion of the county of Elizabeth City Va. bordering on Hampton Roads (Anonymous n.d.)

Hampton Roads. One group of workers headed east from Richmond, whereas another made its way westward from the tip of the peninsula. Sometimes, progress was interrupted by labor disputes. On October 16, 1881 Major J. J. Gordon drove a golden spike in the Magazine field in Williamsburg, signifying that the construction of the railroad had reached completion. A temporary spur line was built from Lee Hall to Yorktown, so that officials from the nation's capital could celebrate the centennial of Cornwallis' surrender at Yorktown. Commencing May 1, 1882 the C & O began operating through trains to Newport News. In 1891 a spur line was extended from Newport News to Fort Monroe (Jester 1961:108-110; Rouse 1986:50-51).

Collis P. Huntington's belief that Newport News would develop into a major seaport is evidenced by his agents' authorization to purchase not only acreage that lay in the path of the C & O's proposed right-of-way, but also land that was peripheral to it. These men were to acquire all "necessary land and waterfront and riparian rights and to erect thereon . . . wharves, shops, round-houses, warehouses, elevators, coal tipples, timber yards, cotton and tobacco presses" (Jester 1961:108-110; Rouse 1986:51-52). Huntington's piers, wharves, and terminal buildings were under construction by late 1880 and by 1882 were completed.[17] A coal pier was built measuring 825 feet long and 50 feet wide; its twelve chutes could service six vessels simultaneously. A grain elevator with a 1,500,000 bushel capacity was erected in 1882, in anticipation of exporting grain from the Midwest. The Virginia Navigation Company's paddle-steamer, Ariel, began making stops at Newport News in 1882. By 1883 ferry and steamship companies brought businessmen and vacationers to Newport News' passenger piers. The steamboat, Louise, was acquired by the C & O in 1886; it made regular passenger runs between Norfolk and Newport News until 1902. The piers at Newport News were shown on a map of the vicinity of Norfolk County that was made in 1887 (Sykes and Gwathmey 1887) (Figure 3:17). In time, a steamship line connected Newport News with Liverpool, England, alluding to the new seaport's prospects for the development of international commerce (Newport News Public Library Systems 1982:3-5; Jester 1961:110-113,187; Rouse 1986:51-53).

The Shipyard

In 1886 the Chesapeake Dry Dock and Construction Company was chartered for the purpose of repairing and maintaining ships, for the growing number of naval vessels that plied the waters of Hampton Roads provided a readymade market for such services. Literally hundreds of able-bodied men, both black and white, were available for employment and needed only to be trained. Collis P. Huntington later said that "It was my original intention to start

---

[17]George Benjamin West wrote that wharf-building on his property commenced in December 1880, when Walter Post arrived with a crew of laborers. He stated that the workers built shanties on his beach, stacked pilings and lumber on his waterfront property, and freely used the water from his well (Rouse 1977:133).

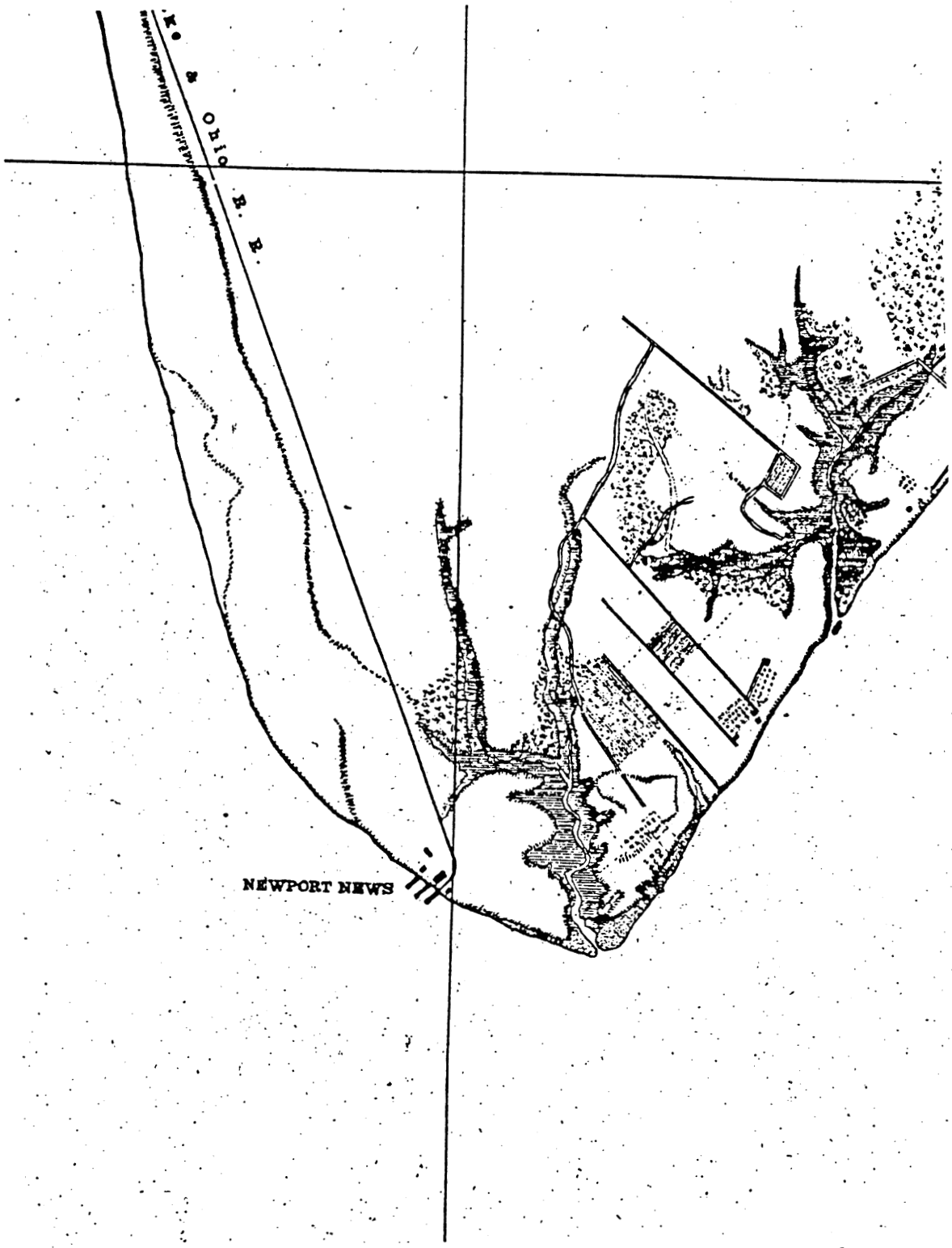


Figure 3:17 Map of Norfolk County (Sykes and Gwathmey 1887).

a shipyard and plant in the best location in the world, and I have succeeded in my purpose. It is right at the gateway of the sea. There is never any ice in winter and it is never so cold but you can hammer metal out of doors." A tract of land that fronted along the James River and Washington Avenue was selected as the site of the shipyard. Its dry dock was completed in April 1889, at which time the U. S. monitor, Puritan, docked there. Within eight months, it was decided not only to repair vessels but also to build them. Therefore on February 17, 1890 the Newport News Shipbuilding and Dry Dock Company was chartered. The first vessel built on the premises was the tug Dorothy, which was launched on December 17, 1890 (Jester 1961:119-121,187).

The Town of Newport News

As soon as the construction of C & O's terminus at Newport News was assured, plans were made to establish a town there. On October 19, 1880, the Old Dominion Land Company was organized for the purpose of managing and developing take over the excess property and land options that Collis P. Huntington held on behalf of the C & O. Eugene E. McLean of New York, the Old Dominion Land Company's engineer, made a map of the layout of the town of Newport News. It was oriented according to a grid plan, with numbered streets that ran east and west and avenues that extended north and south. Lots measured 25 ft. wide and 100 ft. deep. In anticipation of the Yorktown Centennial celebration, two principal avenues were named for prominent Revolutionary War generals, Washington and Lafayette (McLean 1881) (Figure 3:18). When the fledgling town commenced developing, buildings were erected between 18th and 28th Streets, from which point growth fanned out both the east and north. Below 22nd Street were the C & O docks and yards. West Avenue, which bordered the James River, was considered Newport News' choice residential area. The town's black population was concentrated to the south of 18th Street and east of the C & O right-of-way. Two such ethnic neighborhoods were Dawson City and Bloodfield. Newport News' first hotel, the Lafayette House, which was situated at the corner of Lafayette Avenue and 27th Street, opened for business in June 1881.[18] Newport News' second hotel was the Warwick, which by 1882 was under construction (Newport News Public Library System 1982:5-9; Rouse 1969:41; Jester 1961:114-115).

The Old Dominion Land Company began vigorously promoting the development of Newport News. In order to make the town appealing, they donated land upon which a variety of community facilities were built, including the Union Chapel,[19] the 1st National Bank

---

[18]The Lafayette House later served as the city's first hospital, Newport News General. Eventually the building was converted to a boys military school (Jester 1961:186).

[19]The first religious services for Newport News' white population were held at what was called the Union Chapel. In 1889 it was located on 28th Street, near West Avenue. By 1891 the chapel site had been redeveloped. The Union Chapel was the "mother church" of four downtown congregations of worshipers (Sanborn 1889; Jester

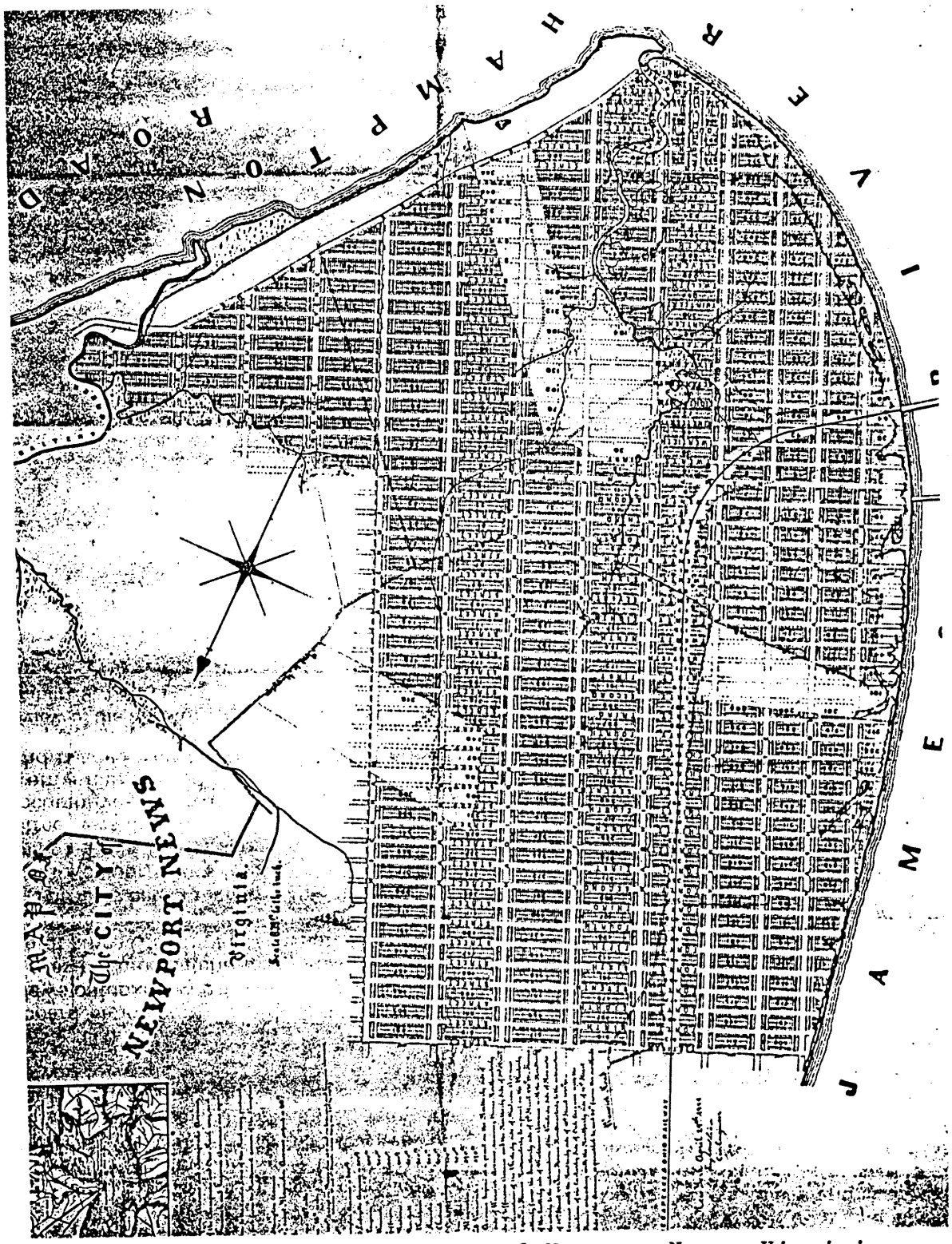


Figure 3:18 Map of the City of Newport News, Virginia (McLean 1881).

of Newport News, the county courthouse and town hall, schools,[20] libraries, parks, and other projects that served the public good. Six undeveloped blocks along the James, between 24th and 30th Streets, were set aside for a public recreation area known as Casino Park. During the late 1880s the Old Dominion Land Company organized the Newport News Light and Water Company to bring modern utilities to the town's population. Water was transported to Newport News from a pumping station that was 18 miles away at Lee Hall Lake, by means of a wooden conduit. Newport News' first hometown newspaper, The Wedge, published its first edition on April 21, 1883 (Jester 1961:121,186-187; Newport News Public Library System 1982:5-9,16).

The Local Population

Mid-to-late nineteenth century census records demonstrate that the establishment of a town at Newport News Point changed Warwick County's demographic make-up dramatically. In 1840, when census-takers first classified heads of household according to whether they were employed in agriculture, navigation or a profession, 439 individuals (or 98 percent of the county's heads of household) were engaged in agriculture; eight individuals (less than 2 percent) were involved in navigation whereas one was in a profession. In 1850, when specific occupations were listed by the name of every individual tabulated, Warwick County's population included farmers and overseers, carpenters, merchants, wheelwrights, millers, sea captains and sailors, clergymen, lumberers, laborers and bricklayers. By 1860 the county had farmers and overseers, merchants, laborers, sailors, teamsters, laundresses, ditch-diggers, plus a weaver, a tailor, a carpenter, an engineer, a plasterer, a constable, a blacksmith and a coalbearer (Warwick County Census 1840-1860).

In 1870, the occupations of Warwick County's citizens was listed, along with their ethnic affiliation and the political district in which they lived. Within Newport District, which included the vicinity of Newport News Point, were 50 farmers, 117 laborers, 16 domestic servants, and 7 house carpenters; both blacks and whites worked in these occupations. Also present were 4 retail grocers, 3 store clerks, 2 ship carpenters, a lumber manufacturer, 2 machinists, 2 brickmasons, a wheelwright, a retired lawyer, and an oysterman, all of whom were white. The county clerk of court, Samuel T. Jones of the Newport District, was a mulatto. No one of foreign birth was then living in Newport District (Warwick County Census 1870).

The 1880 census reveals that men and women had moved to the Newport District from foreign countries and several states, presumably so that they could take advantage of the area's growing array of economic opportunities. Workers from England, Ireland and Scotland and various parts of the United States (including

---

1961:186).

[20]The city's first black school was on 22nd Street; its first white school was on 28th Street (Jester 1961:86).

Pennsylvania, New Jersey, Rhode Island and Maryland) were living in the area. All four of Newport District's retail grocers were from Northern states and its one and only merchant was British. Sailors, who were both black and white, were natives of Virginia, Pennsylvania, New Jersey and Ireland. Living in Newport District in 1880 were 122 farmers, 5 seamen, 39 sailors, a merchant, 42 laborers, a miller, 8 carpenters, 4 retail grocers, a maid servant, a sawyer and a gentleman. Within the district were 209 households that occupied 210 dwellings (Warwick County Census 1880).

An idea of Newport News' appearance during its earliest years can be gleaned from the recollections of John Swinerton, a Northerner who in 1883 moved to town to manage the Lafayette House and then the Hotel Warwick. Swinerton stated that most of the town's 1,000 inhabitants were living in the vicinity of 18th Street and the River (Beach) Road, the area that later was known as Hell's Half-Acre. In 1883 only nine buildings had been erected on the high ground to the west of 24th Street and the Hotel Warwick. The Union Chapel stood on 28th Street near West Avenue. Nearby were two saloons, the Old Dominion Land Company's office, and a few small stores. The old Hawkins farmhouse overlooked the James River at 35th Street. Newport News in 1883 had neither clergy nor lawyers and only two doctors, who (according to Swinerton) kept busy "cutting off legs of Negroes who were injured working on the piers or railroad." There were no white schools (and very few white children); a school for black children was kept at an old house across the C & O tracks, on 28th Street. A boardwalk extended up 27th Street to Washington Avenue and another one went to 28th Street and the C & O crossing. Newport News' first house-of-worship was a black Baptist church that had been built in 1864 and in 1880 stood in the path of the C & O's intended right-of-way. For that reason, the Old Dominion Land Company provided the congregation with a site at 23rd and Jefferson, to which their frame church was moved.[21] During the early 1880s congregations of Episcopalians, Catholics, Methodists, and Baptists organized for worship; in the next decade, the Christians and Lutherans also became established (Rouse 1986:74-76).

By 1888 the town had grown so rapidly that it had become the epicenter of the county's population, giving rise to popular pressure to relocate the county seat to Newport News.[22] On March 2, 1888 the General Assembly authorized a popular referendum to determine whether the county seat should be moved. The legislators stipulated that if the town of Newport News were to become an incorporated city, it was to reimburse the county for

---

[21]In 1897 a tall-steepled brick church was built to replace the old frame structure. The Baptists worshiped in the newer church from 1897 to 1972, at which time the structure was razed (Rouse 1969:42).

[22]This sentiment occurred despite the fact that a new county courthouse had been built at Denbigh in 1885.

the cost of constructing the new buildings. Voters favored relocating the county seat to Newport News, to which it moved in 1892. In 1896 when Newport News was chartered as an independent city, it kept the courthouse building and the seat of Warwick County returned to the Denbigh area (Warwick County Orders 1881-1886:251; General Assembly of Virginia 1888:465-466; Jester 1961:30).

The Evolution of Newport News' Built Environment

The developmental pattern that Newport News followed was defined by physical geography and certain environmentally-altering features that were superimposed by man. The James River and Hampton Roads formed natural boundaries on the west and south, whereas the main line of the Chesapeake and Ohio Railroad bisected the town on a roughly north-south axis before making an abrupt westward turn at 21st Street as it headed toward piers that protruded into the James River. Between the west side of the C & O tracks and the river was a strip of land that was four or five blocks wide. Below 21st Street and the curve in the railroad line were several streets that lay in close proximity to Newport News Point. As the population of Newport News increased, residential development moved northward, toward the shipyard facilities that Collis P. Huntington constructed. Homes also were built on the east side of the C & O main line, an area that was somewhat removed from the main part of town. It was not until the turn of the twentieth century, when bridges were built across the C & O tracks, that the east side of town (the so-called East End) became populous. In time, development on the east side of the tracks moved both north and east. In 1890 Newport News' first public transportation system, the Newport News Street Railway Company, was incorporated. Its early horse-drawn vehicles were in time replaced by electric trolley cars. By 1895 electric cars plied a route between the shipyard and the C & O terminal. The street railway's tracks were shown on a map of the city that was prepared in 1891 (Jester 1961:122,187; Braxton 1891).

In 1890, when the C & O built a spur line that extended in an easterly direction, approximately paralleling 37th Street, Newport News was divided into four sectors that were of unequal size. Maps of Newport News, which commenced being prepared by employees of the Sanborn Insurance Company in 1885, provide a considerable amount of insight into how a small town evolved into a city. As Newport News' initial industrial development occurred along the waterfront, the earliest dated Sanborn maps depicted only that portion of the town that abutted the piers on the west side of the C & O main line. As Newport News expanded, the Sanborn Insurance Company updated its maps at relatively frequent intervals, providing broader coverage to the outlying areas that were undergoing development. The company's maps of Newport News date to 1885, 1889, 1891, 1893, 1897, 1899, 1903, 1907, 1913, 1919, 1926, and 1950. For the sake of continuity, data extracted from the Sanborn Insurance Company's maps is presented in chronological sequence.

Newport News in the Mid-To-Late 1880s

The 1885 Sanborn Map

In 1885, when representatives of the Sanborn Insurance Company first mapped Newport News, they included only that portion of town which lay close to Newport News Point, despite the fact that much of the town had been laid out into streets and blocks. Three piers, to which the C & O tracks extended, protruded into the river to the west and north of Newport News Point; Pier No. 1 was roofed, Close at hand were ice houses and a floating bridge. Pier No. 2 was located near the C & O grain elevator, which had a 1,600,000 bu. capacity. A small lane identified as Beach Road paralleled the shore line of the James River. To the southeast of Pier No. 1, A and B Streets (the forerunners of 18th and 17th Streets) extended toward the waterfront. At the foot of A Street were an ice house, a butcher shop, a grocery store and a ships store. The shanties that lined the north side of A Street were interspersed with eateries, a cobbler's shop, and an occasional dwelling. Commercial development was more intense on B Street, which had four groceries, a general store, two saloons, a cobbler's shop, a bakery, and a hotel called the New York House. Shanties and sheds were thinly scattered throughout the area. Further up the James River was the proposed site of a lumber pier and pumping station, later designated Pier No. 3. To its north were the C & O Railroad's coal tressel, coal storage pockets, offices, and other facilities that were related to the coal export business. A line of one-story tenements, occupied by blacks, was situated on the south side of the railroad tracks. On the north side of the point where the C & O main line turned toward the James River, the property of the Old Dominion Land Company had been laid out into streets and blocks. At the corner of 24th Street and West Avenue was the Hotel Warwick, a four-story frame building. To the north of the hotel and abutting West Street, were a drugstore, the town's post office, the custom house, and the offices of the Old Dominion Land Company. Along 24th Street, to the east of the Warwick were a barber shop, saloon, billiard parlor and a laundry (Sanborn 1885) (Figures 3:19 and 3:20).

The 1889 Sanborn Map

Between 1885 and 1889 a steamer pier and depot were erected to the south of Pier No. 1. To the north of Pier No. 2, the site of the proposed lumber pier and pumping station remained vacant. Still further north, the C & O coal trestles extended out over the river, supporting railroad tracks. Shanties and tenements, occupied by blacks, flanked the south side of the railroad tracks that led to the coal trestles. The Newport News Mills, a feed-mill complex, was located on 28th Street, in close proximity to Pier No. 2 and the C & O grain elevator. Shanties were scattered in a seemingly random fashion throughout the area. The tracks of the C & O were flanked by warehouses and a cattle shed and tenements were situated close to the tracks that led to the C & O grain elevator. Between 1885 and 1889, the number of buildings that were situated on the north side of B (or 17th) Street doubled, thanks to the addition of a tailor's shop, dry goods store, and several general stores. A former saloon had been

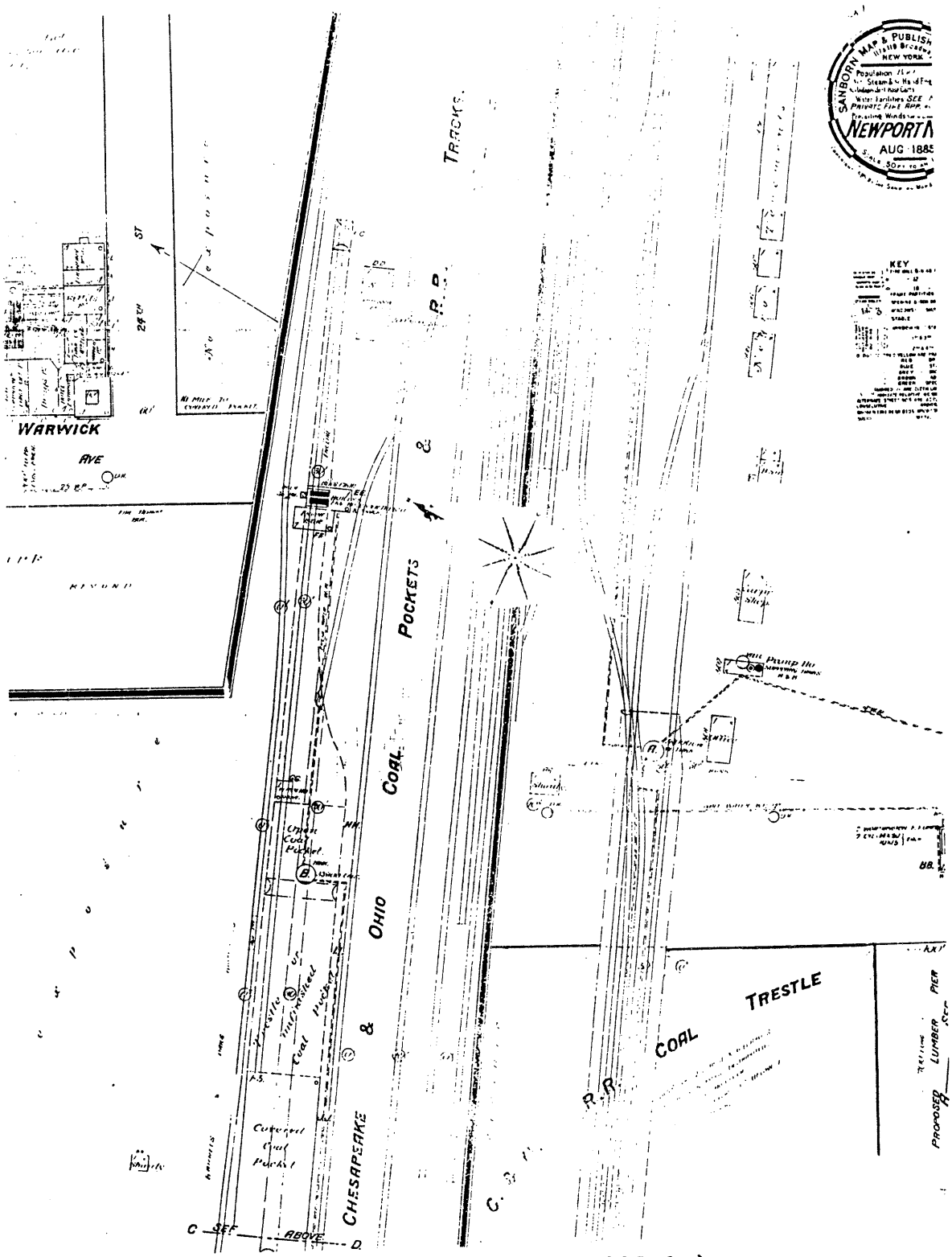


Figure 3:19 Newport News (Sanborn 1885:1).

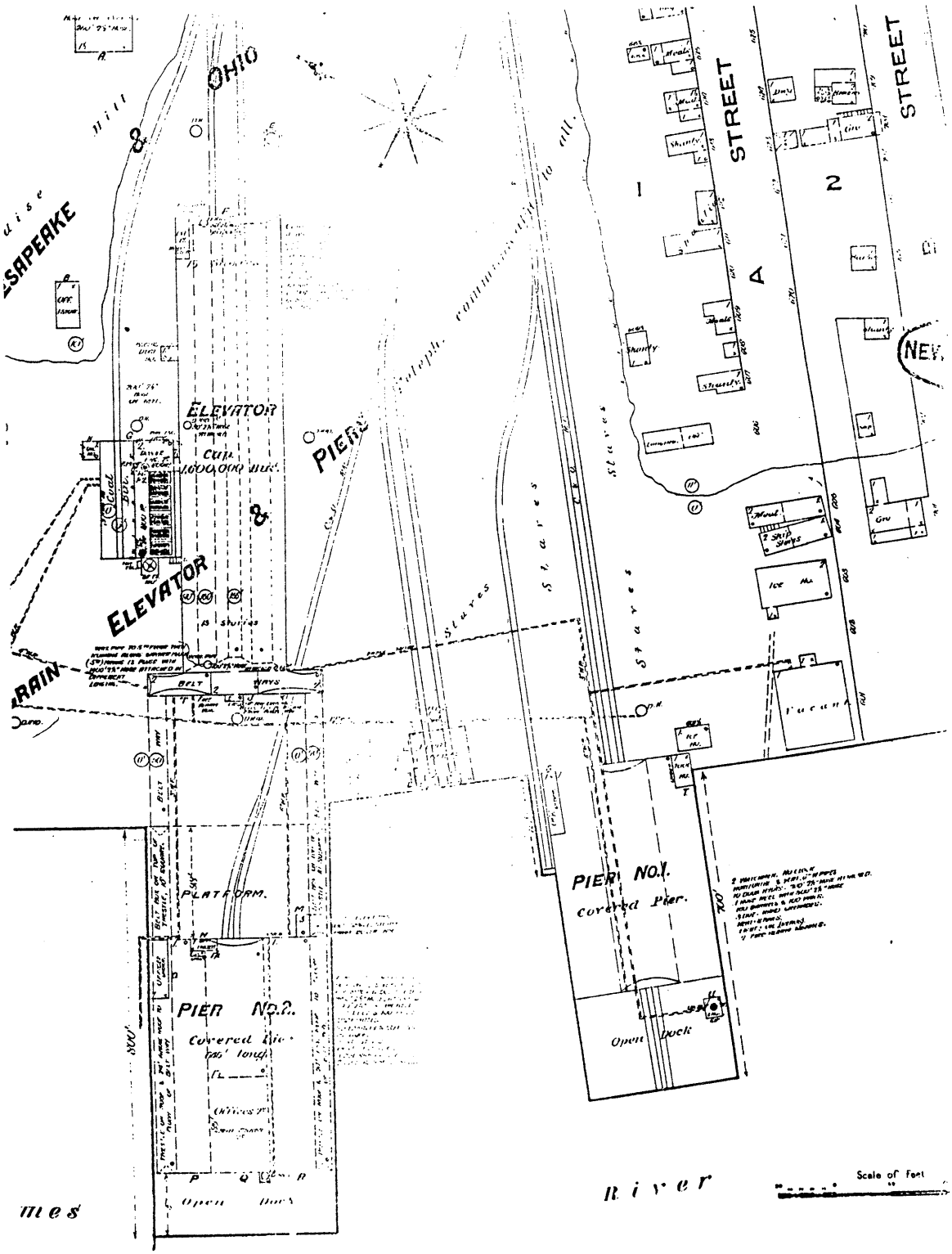


Figure 3:20 Newport News (Sanborn 1885:2).

converted into a tenement whereas a nearby dwelling had been made into a saloon. Several new buildings had been erected along the south side of B Street and the New York House had added a detached kitchen. At the foot of B Street were the Warwick Exchange, the local court justice's office and an assortment of small buildings. Dwellings, tenements, and grocery stores were scattered along 17th Street (Sanborn 1889) (Figures 3:21 and 3:22).

In 1889, when the Sanborn Insurance Company's cartographers mapped the blocks between 23rd and 30th Streets and extended their coverage eastward, taking in West, Washington and Lafayette Avenues, all of that area had been laid out into blocks and lots; development, however, was minimal. On 23rd Street were two saloons, a ship supply store, an ice house, a dwelling, and a general store. Nearby was two warehouses. The Warwick Iron Works, which stood at the corner of 24th Street and Virginia Avenue, encompassed five lots. To the ironworks' west was a large carriage house, behind which was a carpenter shop (Sanborn 1889) (Figure 3:23). Near the Hotel Warwick, the building that in 1885 had housed the town's post office, by 1889 contained the county courthouse. A dwelling and a row of four tenements had been built that fronted on 24th Street. Moving northward, a large Episcopal church was located at 209 25th Street and a dry goods and notions store, at 444 Washington Avenue. Directly across Washington Avenue from the dry goods store were two dwellings. On the northeast corner of Washington and 25th was a combination ship chandlery and hardware store and at 217 25th Street was a funeral parlor, behind which were a cabinet shop and kitchen. A Methodist-Episcopal church stood on the southeast corner of 26th Street and Washington Avenue, opposite a drugstore and print shop (Sanborn 1889) (Figure 3:24).

The Lafayette Hotel, a three-story, L-shaped building, sat on the corner of Lafayette Avenue and 27th Street[23] and a row of duplex tenements was located on the south side of 27th street, between Lafayette and Virginia Avenues. Three grocery stores, a general store and a barber shop were aligned along the west side of Washington Avenue, between 27th and 28th Streets. Both attached and detached dwellings were scattered throughout this area. Two groups of row houses were situated on the north side of 27th Street, between West and Washington Avenues, and the Union

---

[23]After the Warwick Hotel opened for business, the Lafayette was used as a residential hotel. Later the building was the headquarters of a military academy run by Col. E. W. Huffman. In 1903 the Newport News General Hospital was authorized by an act of the General Assembly. It was installed in the Lafayette Hotel building until August 1, 1907, at which time the hospital closed its doors. In 1958, structures in the vicinity of Huntington Avenue and 27th Street were razed and 27th Street's right-of-way between Huntington and Virginia Avenues was closed permanently to permit construction of the new Sears building (Jester 1961:189; Brown 1979:46).

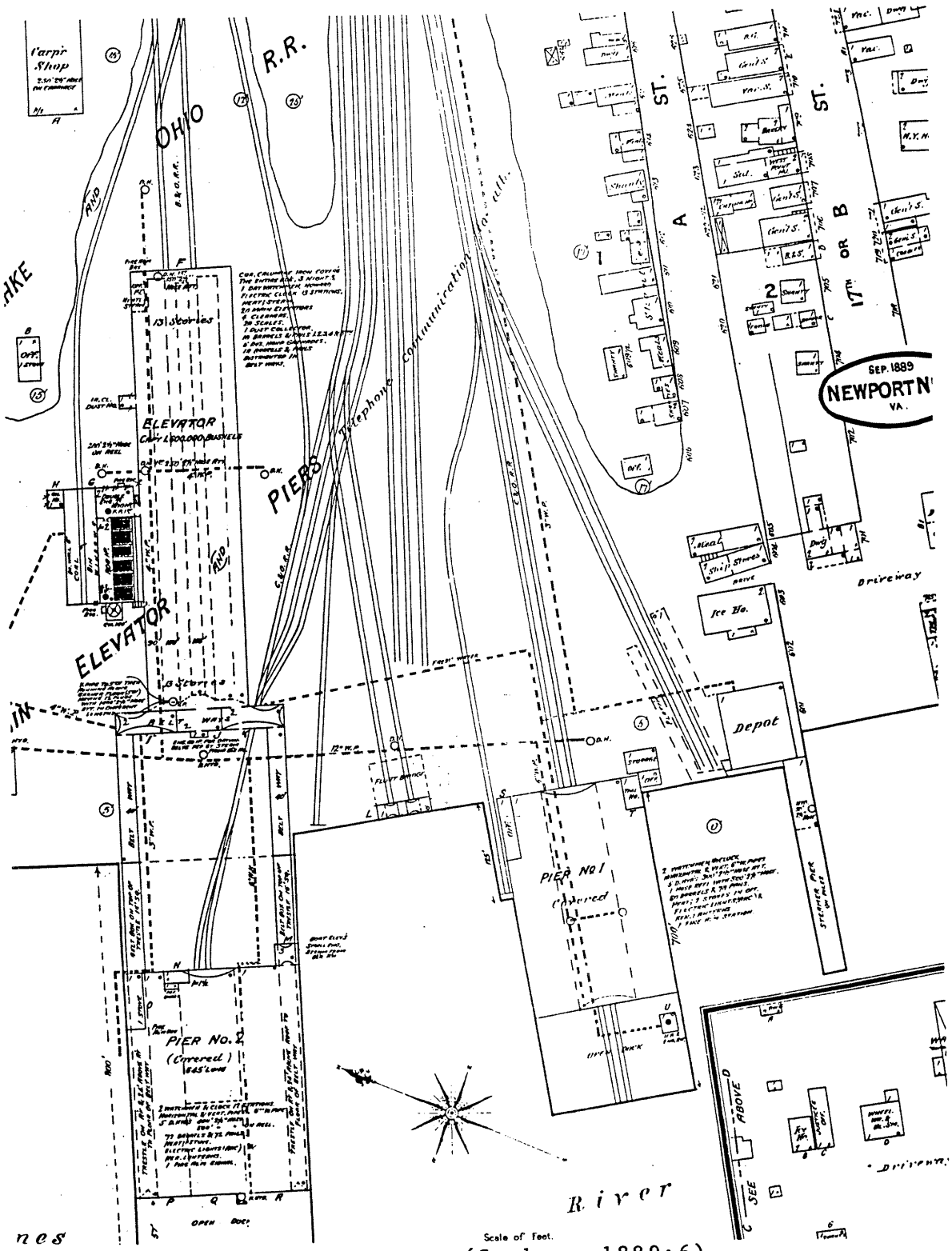


Figure 3:21 Newport News (Sanborn 1889:6).

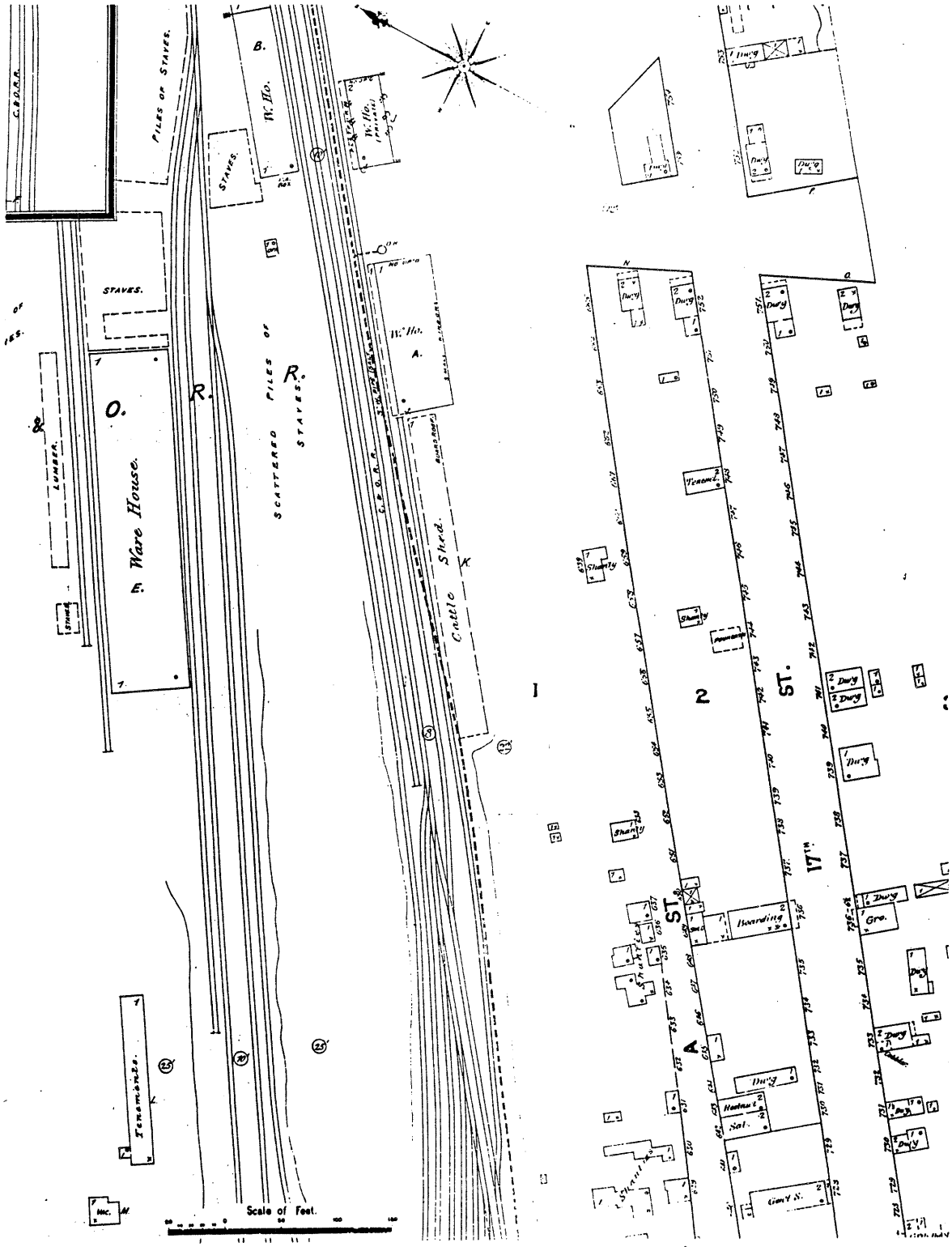


Figure 3:22 Newport News (Sanborn 1889:7).

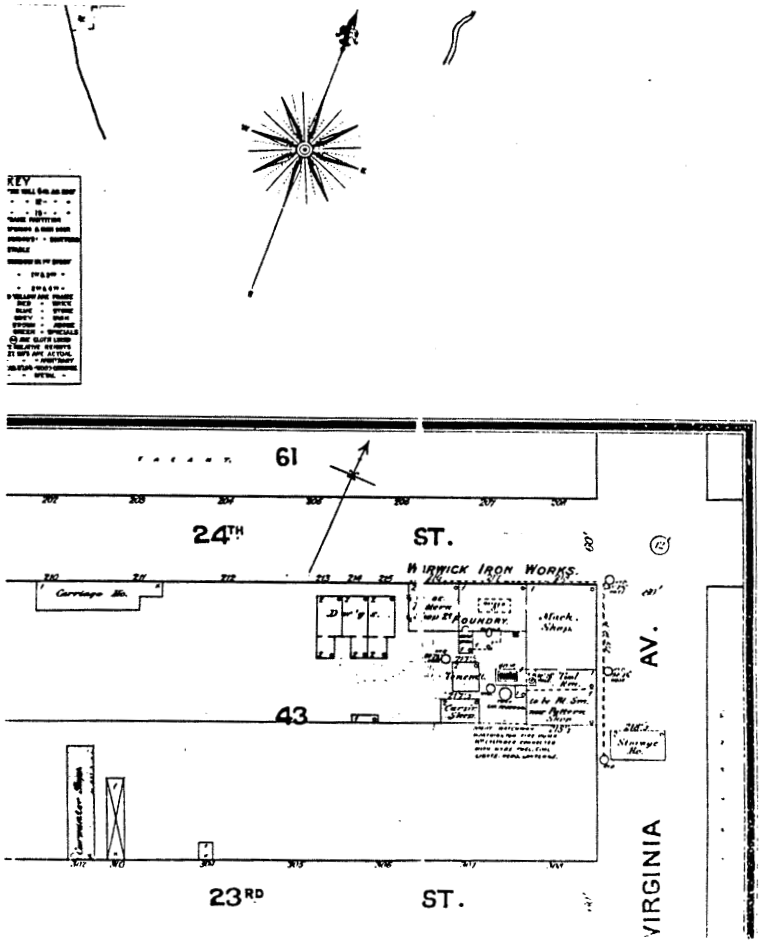


Figure 3:23: Newport News (Sanborn 1889:inset).

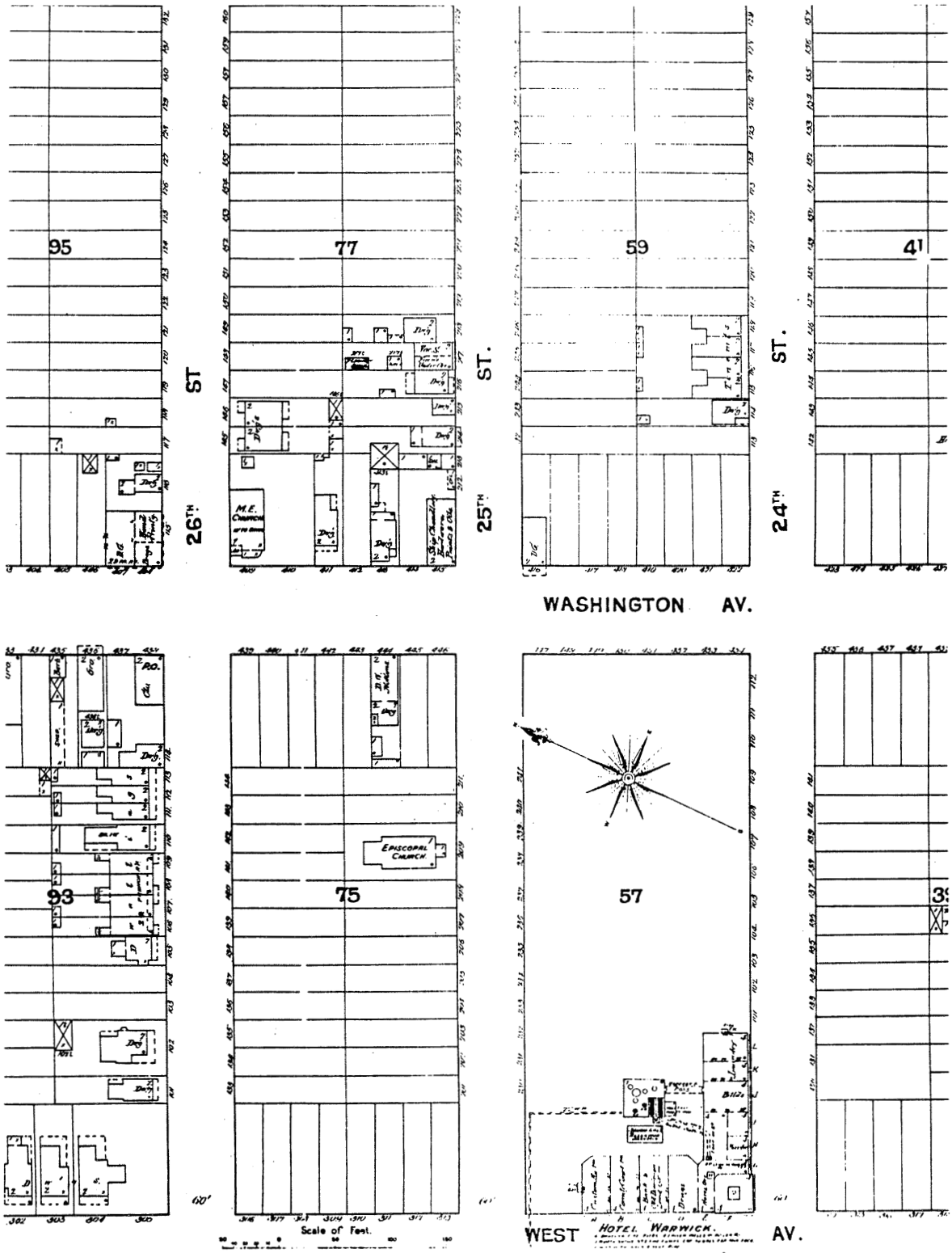


Figure 3:24: Newport News (Sanborn 1889:4).

Chapel, an interdenominational house-of-worship, stood at 226 28th Street. There was a bakery on the southeast corner of 28th Street and Washington Avenue and a school house was located to the east, at 219 28th Street. Between 28th and 30th Streets were a number of large, detached dwellings, the majority of which were on the west side of Washington Avenue. There was a livery stable on Washington Avenue. A large 2 1/2 story dwelling on the southeast corner of 30th Street and Washington Avenue occupied three lots. Diagonally across the street, on the northwest corner of 30th and Washington was a Baptist church; nearby, on the northwest corner of 29th and Washington, was an oversized lot that was identified as the site of a new Baptist house-of-worship. The foundation of the new church's lecture room already had been built. Residential development was scattered throughout the blocks between Lafayette and West Avenues. From the north side of 28th Street, northward, were relatively large, detached dwellings. To the south of 28th Street were row houses and dwellings of a lesser size. Local shopping facilities, such as groceries, bakeries and general stores were convenient to all of these neighborhoods (Sanborn 1889) (Figure 3:25). The only property to the north of 37th Street that was mapped by agents of the Sanborn Insurance Company in 1889, belonged to the Newport News Dry Dock and Construction Company. The shipyard's facilities included two piers, a dry dock, offices, storage buildings and machine, carpenter and blacksmith shops (Sanborn 1889) (Figure 3:26).

In 1889, acreage to the east of the C & O main line was mapped by the Sanborn Insurance Company for the very first time. Rows of duplex tenements flanked both sides of Warwick Avenue between 23rd and 24th Streets and lined the east side of Warwick above 24th. Near this neighborhood were two groceries and a saloon. Very few of the lots between Warwick and Jefferson Avenues had been developed. Between 21st and 22nd Streets and spanning Hampton Avenue, were rows of duplex tenements. A butcher shop, drugstore, and three groceries were close at hand, as were seven saloons, one of also sold groceries. Most of these establishments were situated on the west side of Jefferson Avenue. On the east side of Jefferson Avenue were three duplexes plus a thin scattering of local businesses, including two general stores, a cobbler's shop, two dry goods stores, an eatery, and four saloons. Three of the four saloons fronted west upon Jefferson Avenue between Hampton Avenue and 21st Street. Duplexes lined both sides of Hampton Avenue, whereas tenements were located on both sides of 21st Street. Tenements and duplexes also stood on the opposing sides of 23rd and 24th Streets. Two school buildings sat upon adjoining lots on 22nd Street, between Jefferson and Madison Avenues. The presence of the African Baptist Church on the northeast corner of 23rd Street and Jefferson Avenue implies that this area contained blacks (Sanborn 1889) (Figures 3:27 and 3:28).

The 1890s

A map of Newport News, prepared in January 1891, identifies the various land development companies that owned certain parts of

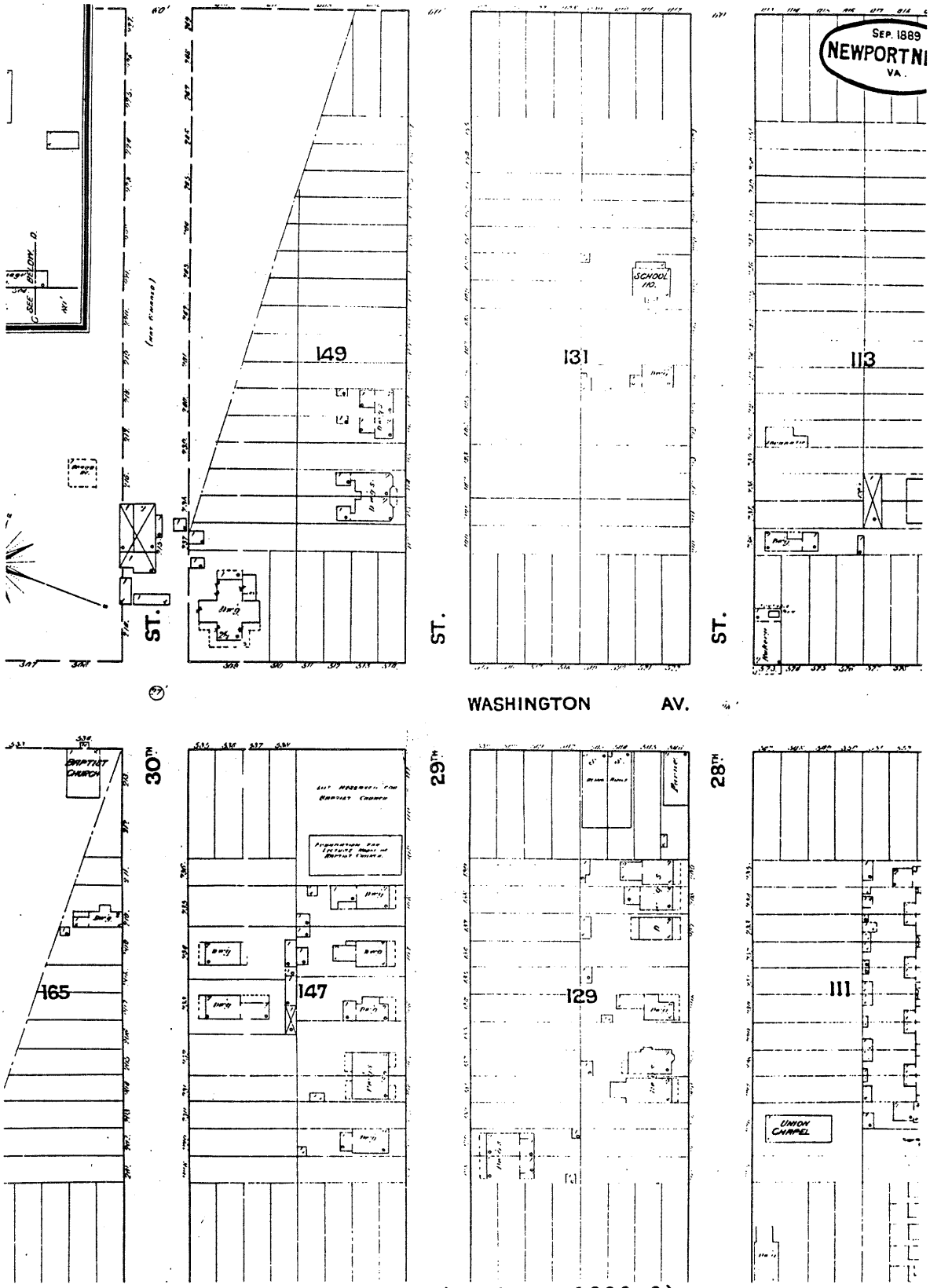


Figure 3:25 Newport News (Sanborn 1889:3).

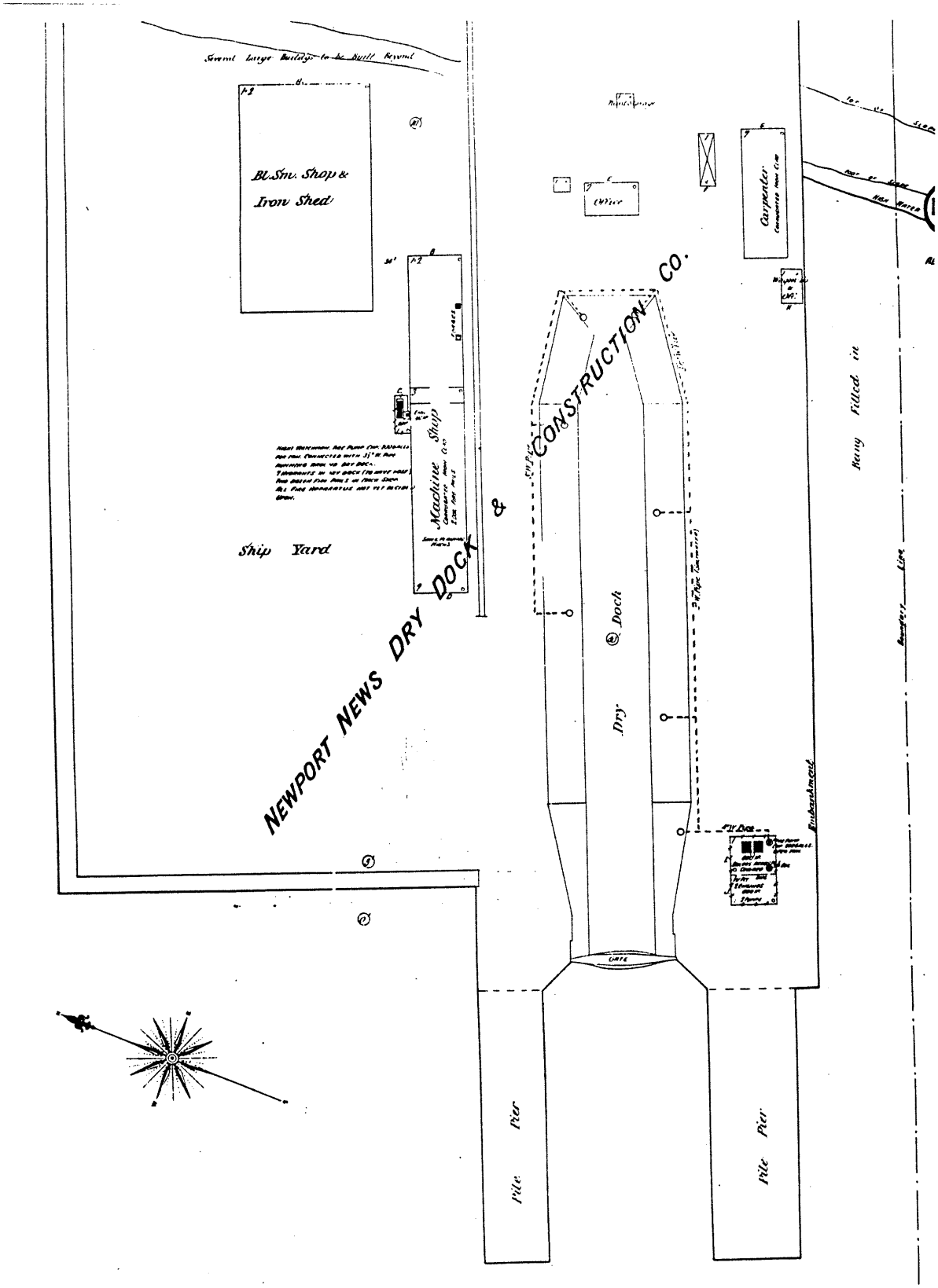


Figure 3:26: Newport News (Sanborn 1889:2).

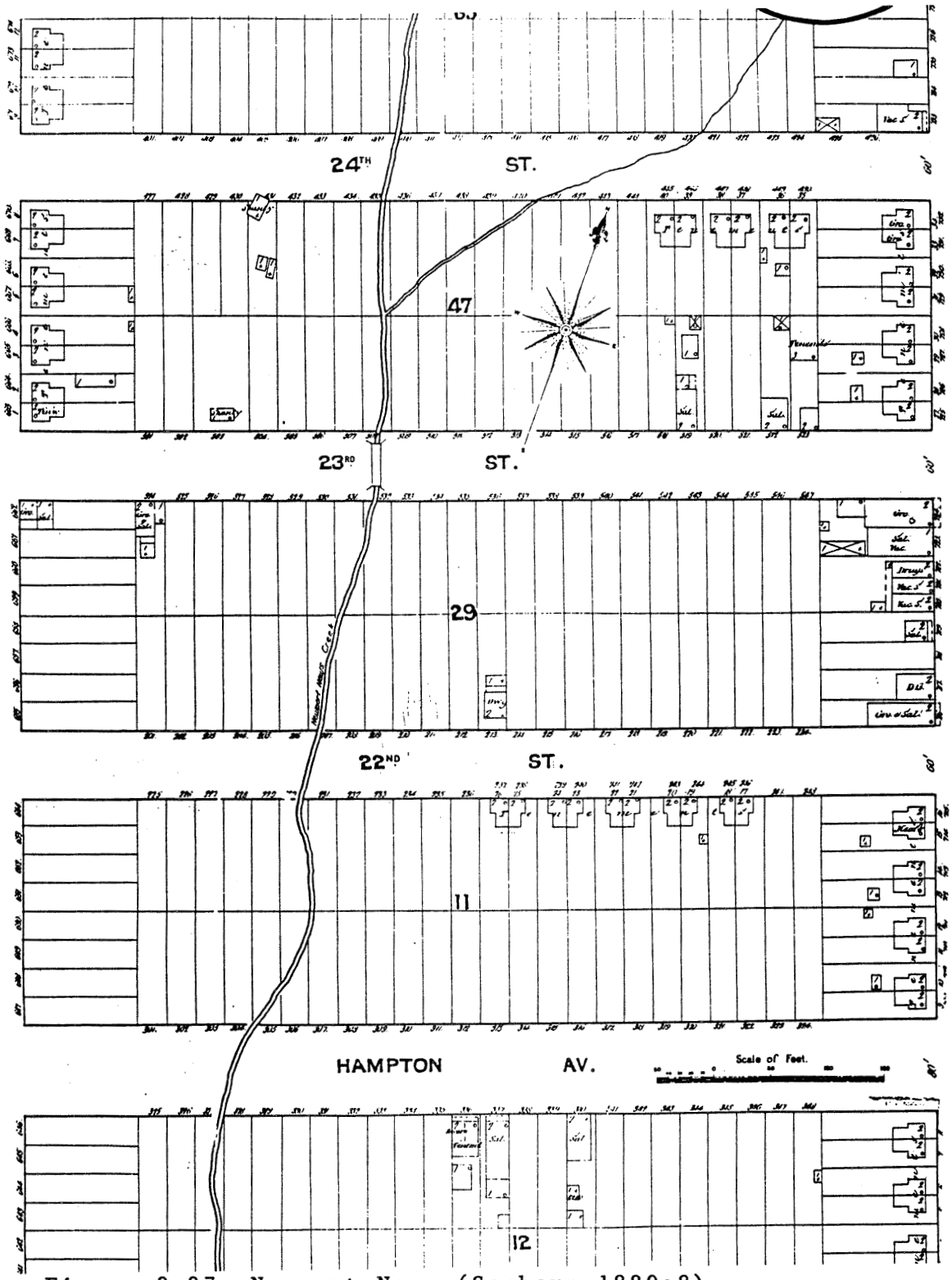


Figure 3:27: Newport News (Sanborn 1889:8).

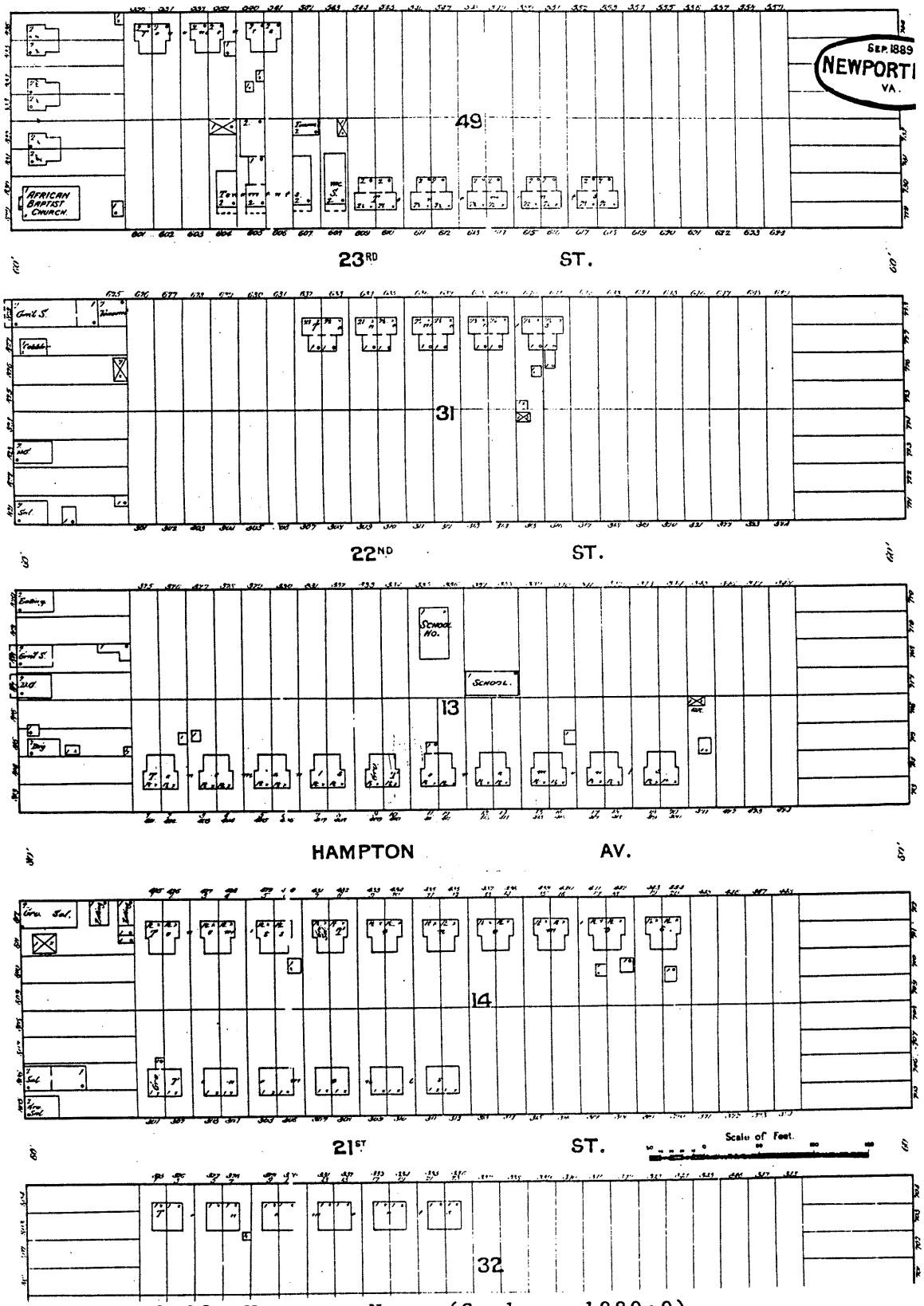


Figure 3:28: Newport News (Sanborn 1889:9).

the town. Much of the area that was laid off into streets and blocks was then undeveloped (Braxton 1891) (Figure 3:29).

The 1891 Sanborn Map

Between 1889 and 1891, few changes occurred in the vicinity of Pier Nos. 1, 2, and 3. However, much new development was in progress on A Street, where many of the previously existing shanties were being replaced by small eateries, restaurants, grocery and produce stores, cobbler's and barber's shops, an oyster house, and other commercial facilities. Further inland, numerous shanties fronted south upon A Street. On B (17th) Street, near the waterfront, commercial development predominated. Although residential development along B Street had increased modestly since 1889, fewer changes were in evidence on A Street. At the foot of 17th Street were the Warwick Exchange and the other buildings that had been present two years earlier (Sanborn 1891) (Figures 3:30 through 3:32).

By 1891 much new construction occurred in the blocks between 23rd and 30th Streets, especially to the north of 25th Street. The Palace Hotel had been erected on 25th Street upon two adjoining lots that formerly had been occupied by a saloon. Four new saloons were aligned along the east side of Washington Avenue, between 23rd and 24th Streets, close to the waterfront. On the both sides of Washington Avenue, between 25th and 27th Streets, commercial development had intensified and many of the lots that faced 26th and 27th Streets contained newly constructed dwellings. Little change had occurred in the vicinity of the Lafayette Hotel.[24] To the west of Washington Avenue, a lengthy row of attached dwellings stood on the south side of 28th Street, opposite which were detached homes. A large public school was located on 28th Street.[25] By 1891 rowhouses and duplexes stood along 29th, 36th and 37th Streets and some new commercial development had occurred between 28th and 31st Streets, fronting upon Jefferson Avenue. A large Christian Church stood on 30th Street, midway between West and Washington Avenues. Between 1889 and 1891 several brick buildings were erected in the blocks between Lafayette and West (Sanborn 1891) (Figures 3:33 through 3:36). In 1891 an electric plant was under construction on Virginia Avenue. Lumber yards, wood works, a feed mill, and a lime and feed mill were located in the blocks hemmed in by 27th and 30th Streets, Virginia Avenue and the main line of the C & O (Sanborn 1891) (Figures 3:37 and 3:38).

---

[24]In the summer of 1890, a devastating fire in downtown Newport News destroyed all but one building in the block beteen 27th and 28th Streets and Washington and Lafayette Avenues. A volunteer fire-fighting unit was organized the following year (Jester 1961:187).

[25]This was Newport News' first modern school. In 1908 it was renamed the John W. Daniel School. The building, though badly burned in June 1913, was repaired; it was in use until the 1980s (Jester 1961:189).

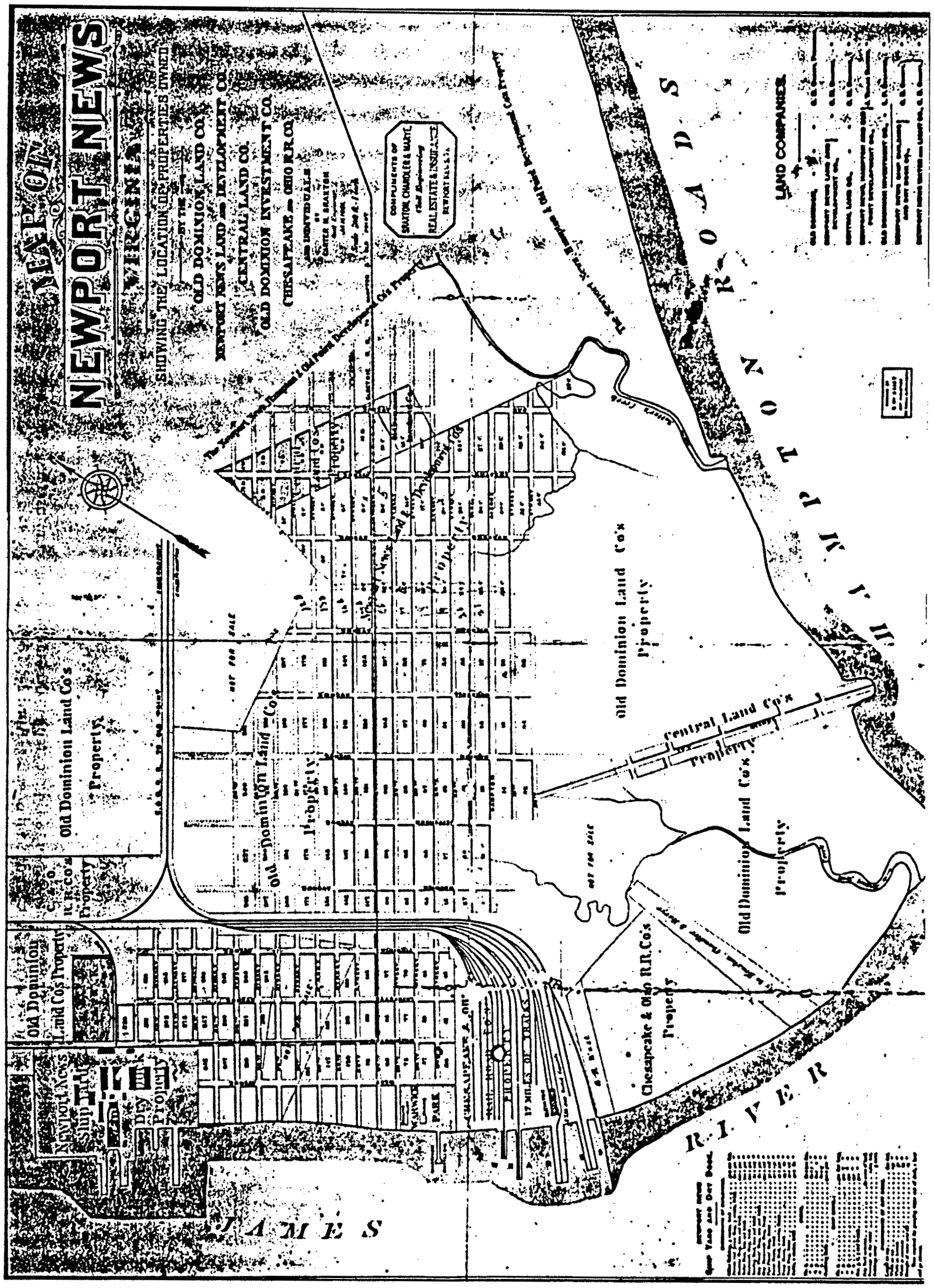


Figure 3:29 Map of Newport News, Hampton and Old Point Comfort (Braxton 1891).

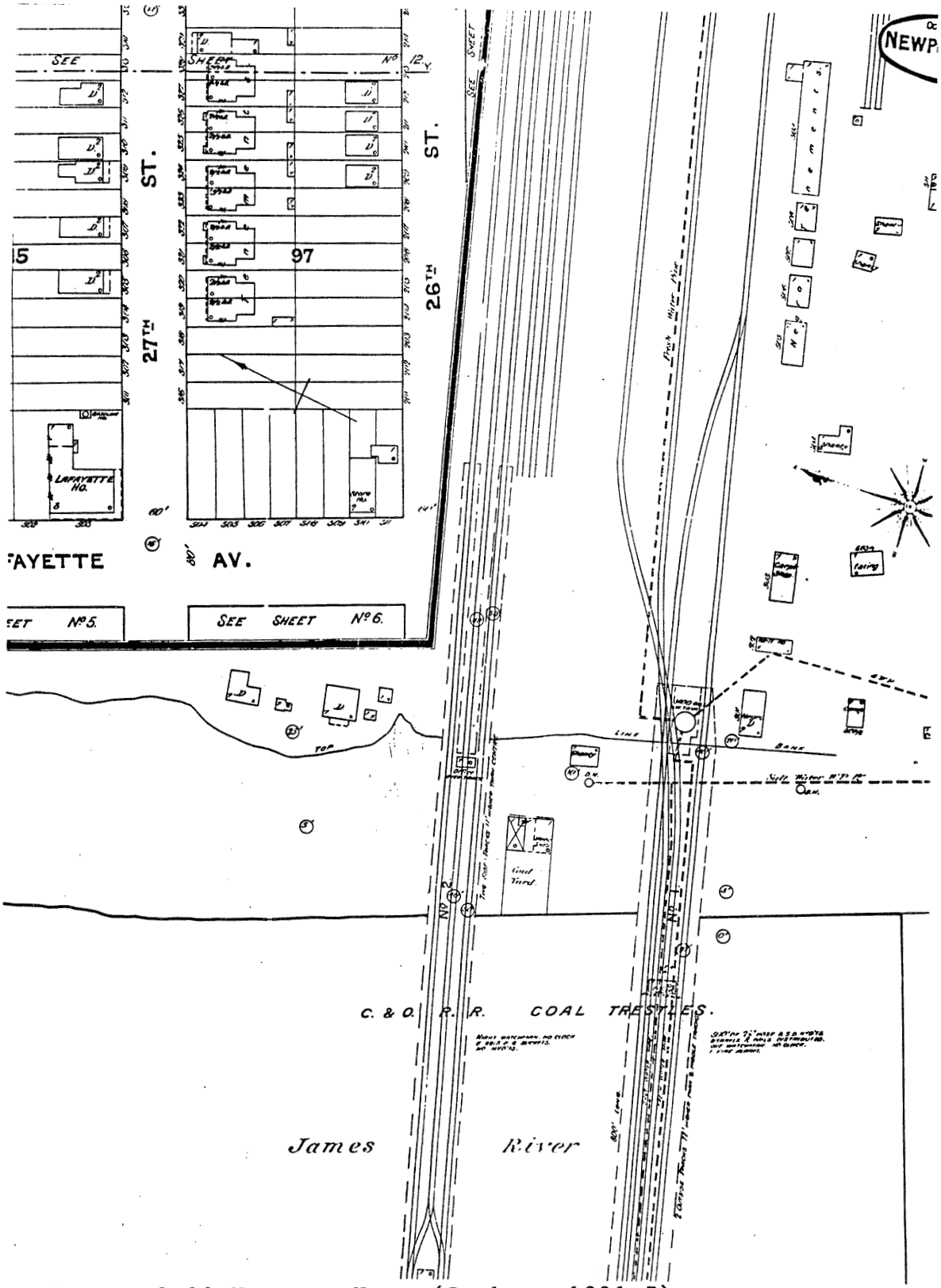


Figure 3:30 Newport News (Sanborn 1891:7).

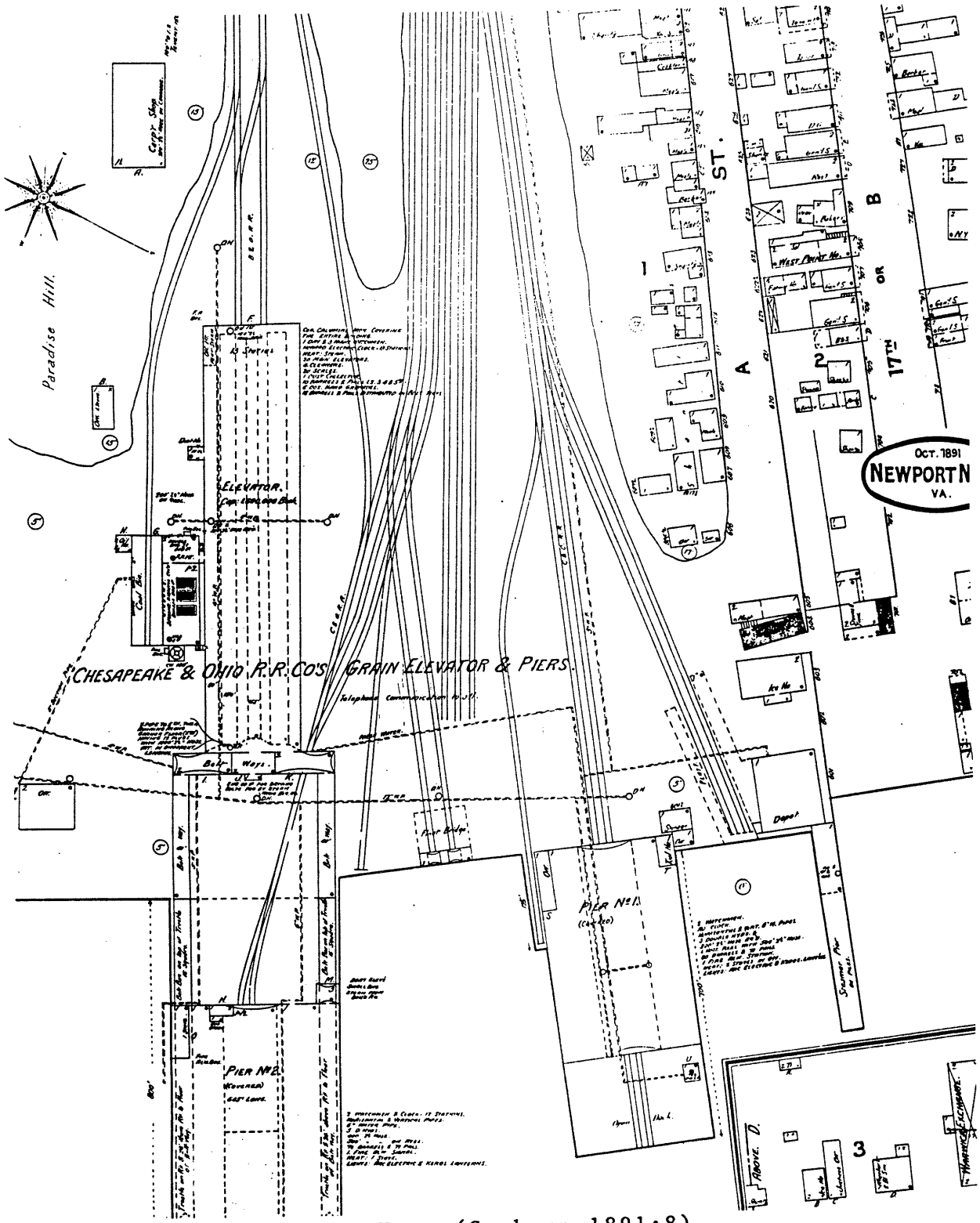


Figure 3:31 Newport News (Sanborn 1891:8).

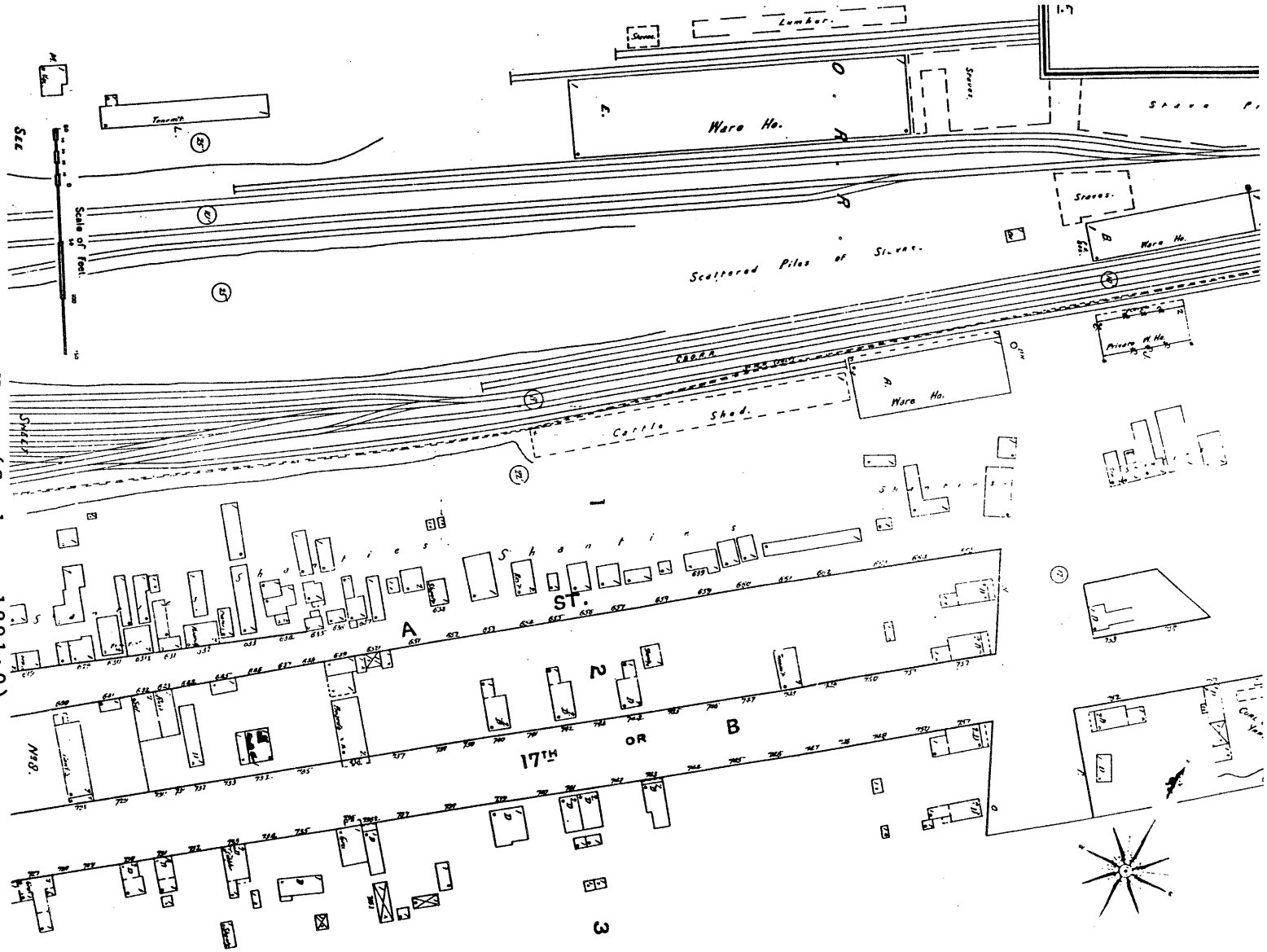


Figure 3:32 Newport News (Sanborn 1891:9).

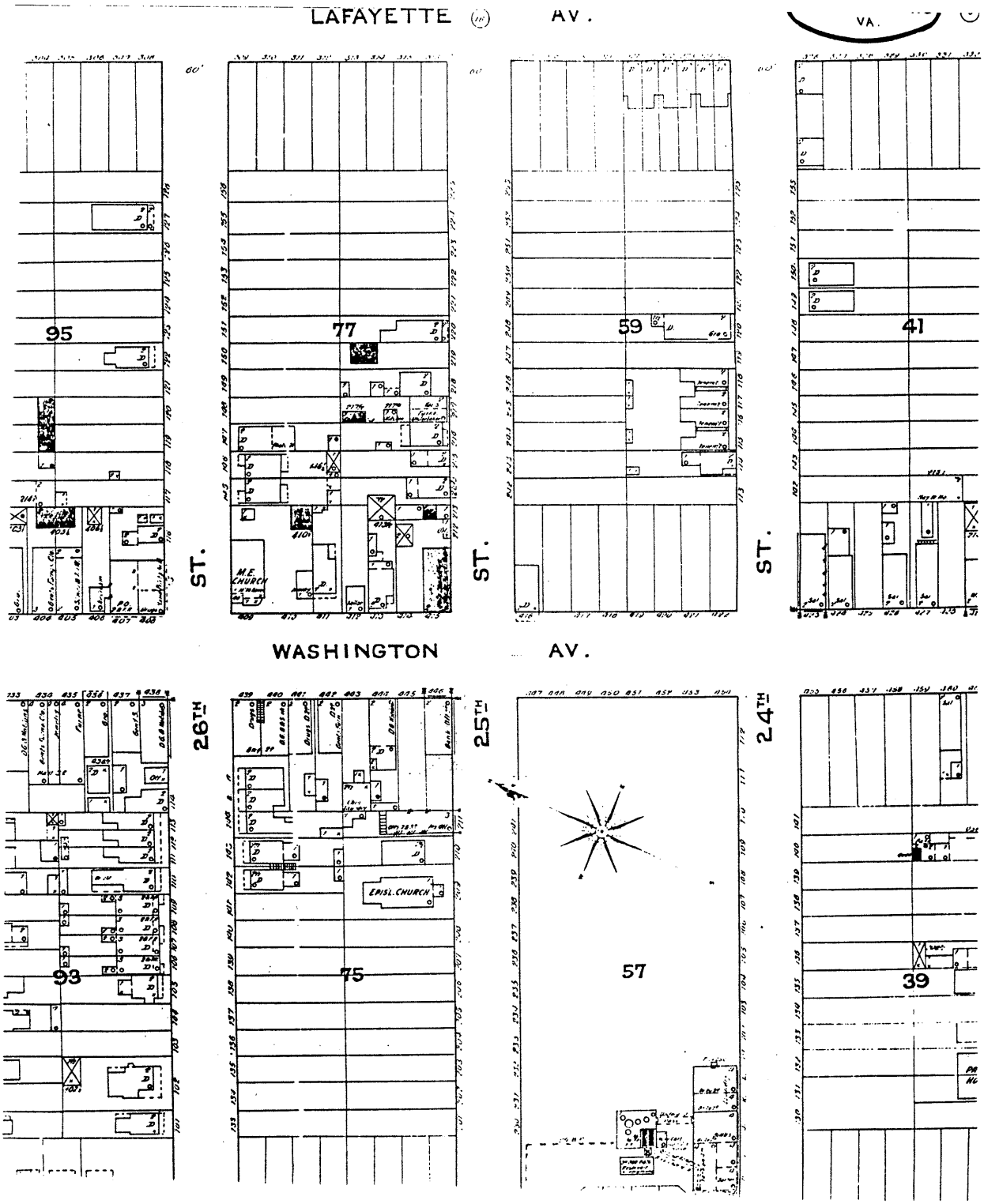


Figure 3:33 Newport News (Sanborn 1891:6).

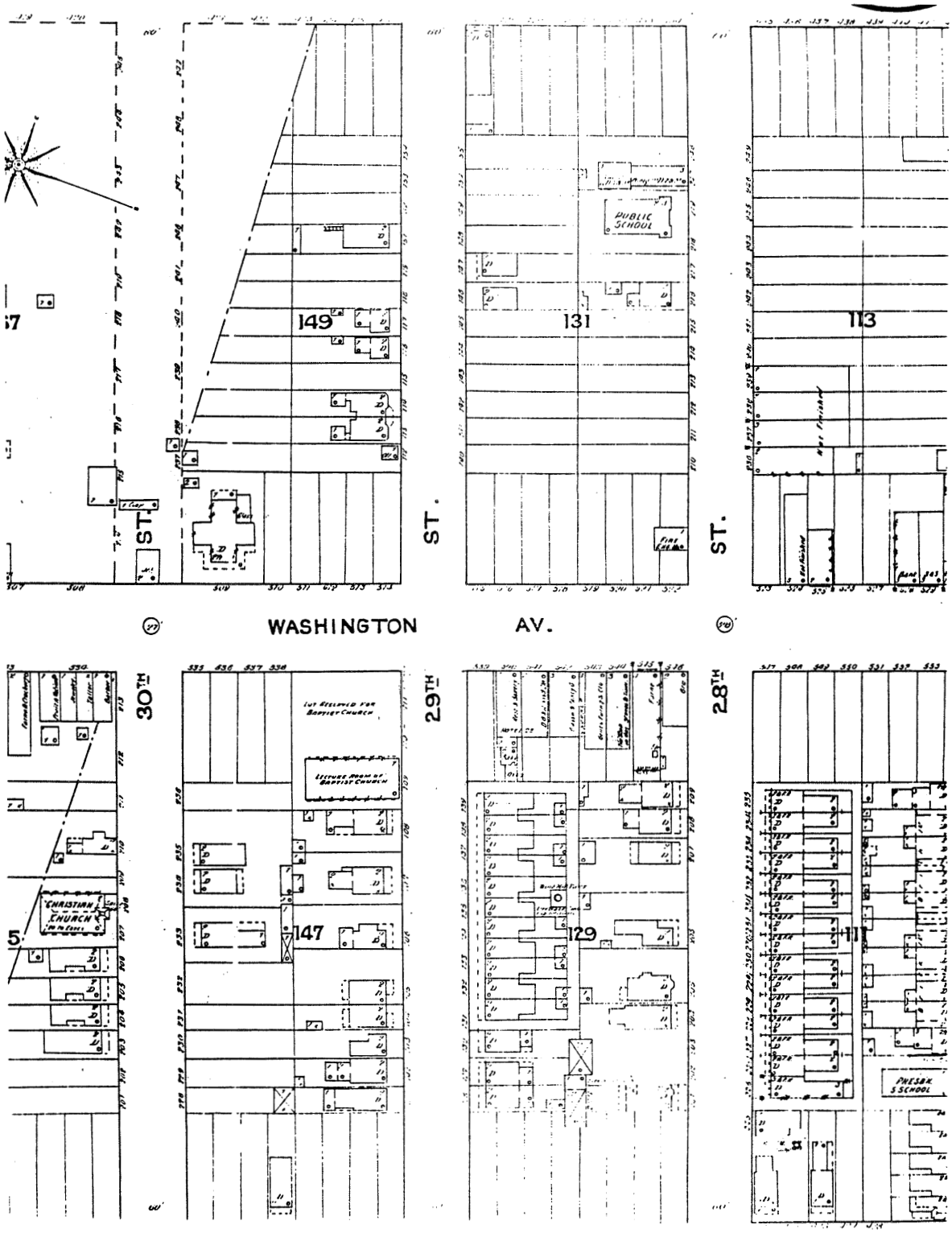


Figure 3:34 Newport News (Sanborn 1891:5).

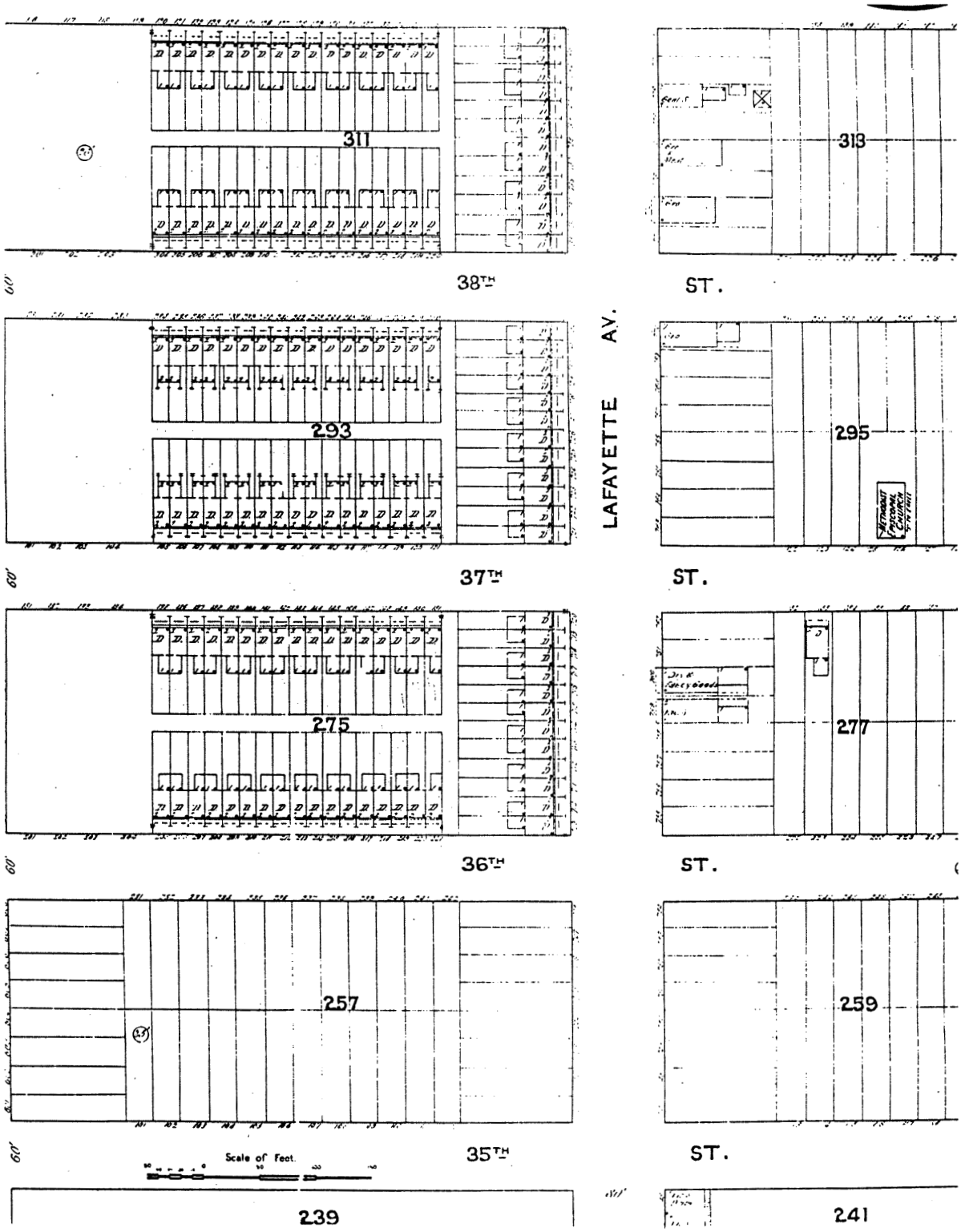


Figure 3:35 Newport News (Sanborn 1891:4).

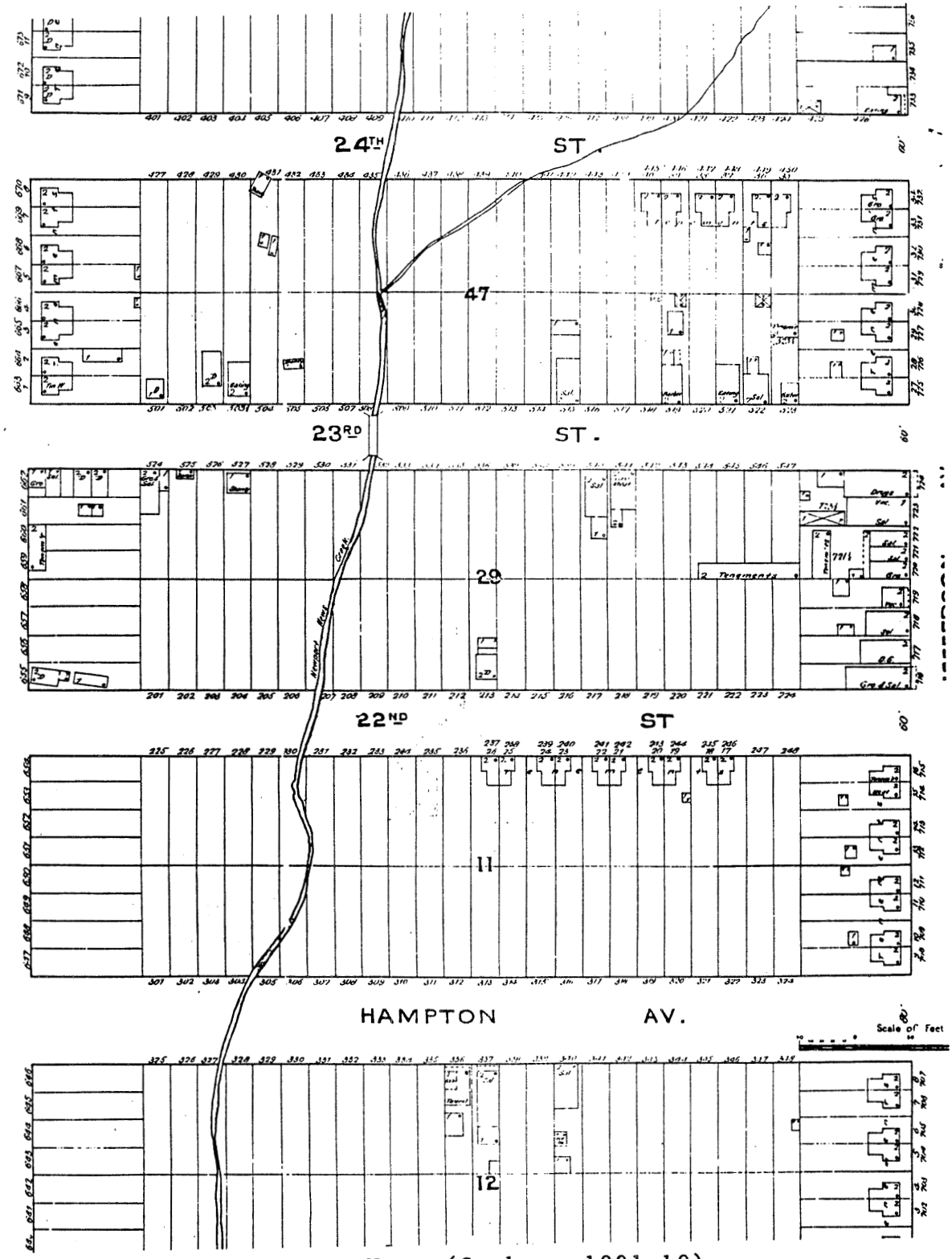


Figure 3:36 Newport News (Sanborn 1891:10).

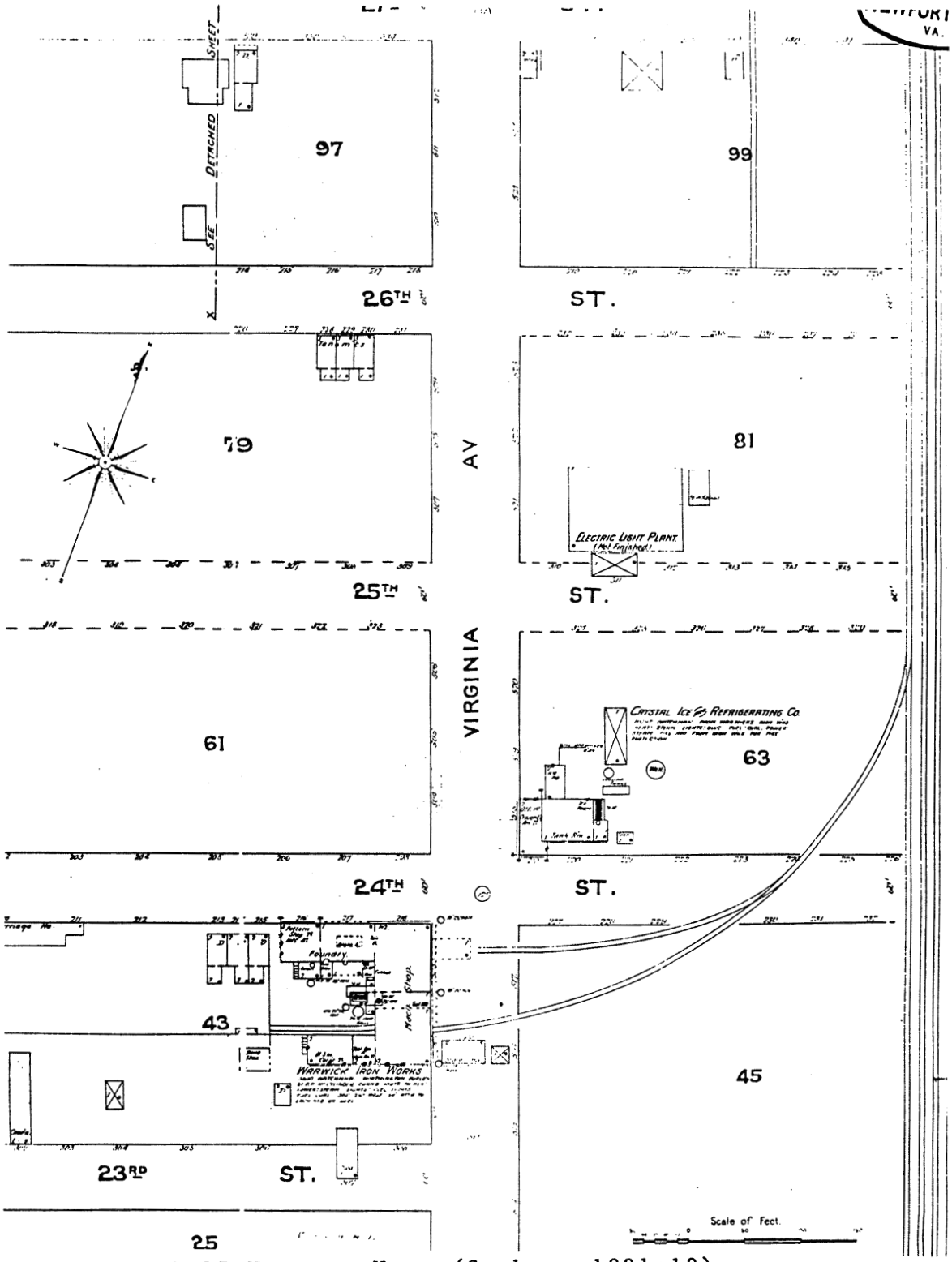


Figure 3:37 Newport News (Sanborn 1891:12).

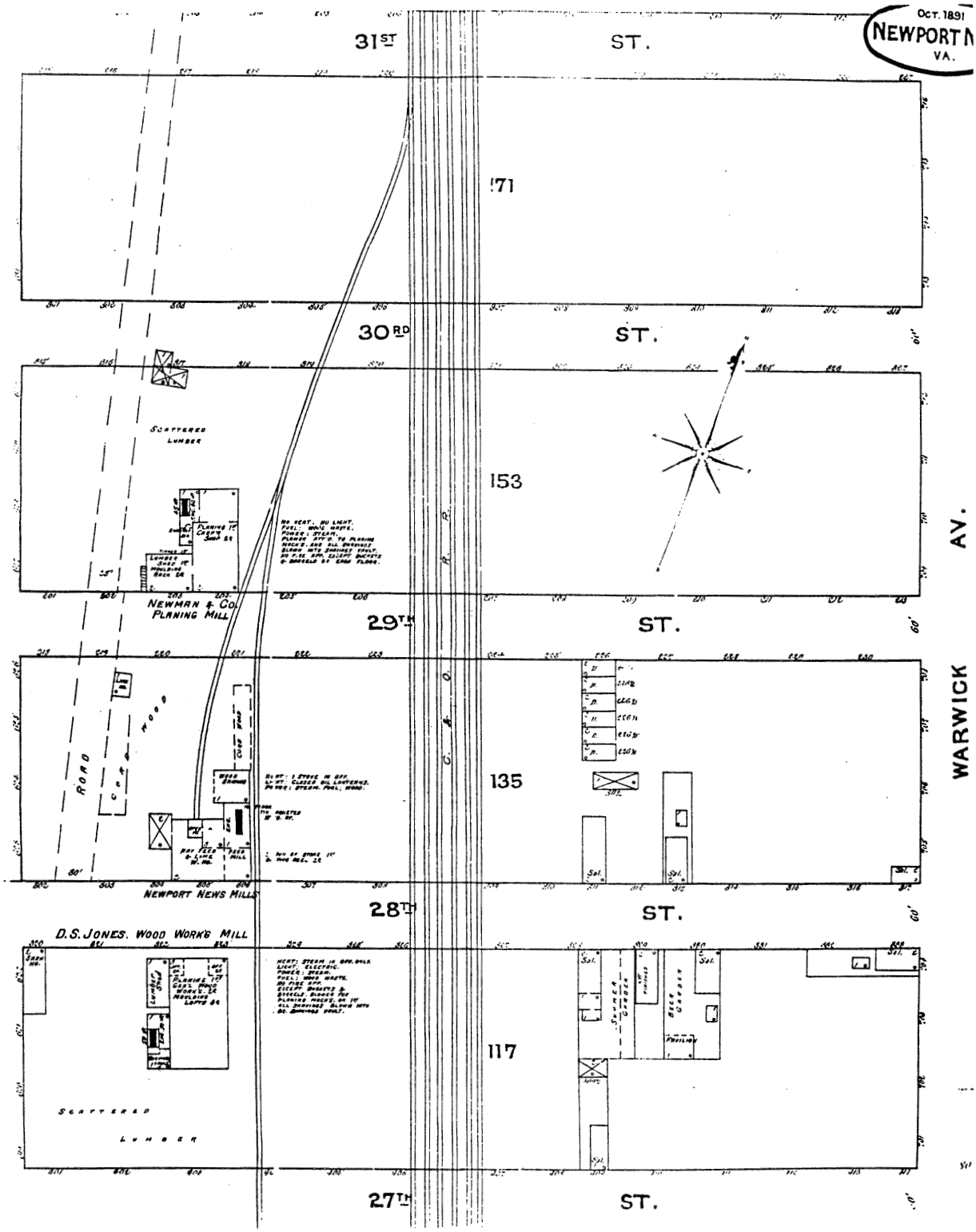


Figure 3:38 Newport News (Sanborn 1891:13).

By 1891 rowhouses lined both sides of 37th and 38th Streets and the west side of Lafayette Avenue, homes that were occupied by the families of shipyard workers. A newly constructed Methodist-Episcopal Church stood on 37th Street, to the east of Lafayette Avenue. The Newport News Dry Dock and Construction Company's facilities spanned the acreage between 36th and 44th Streets, the west side of Washington Avenue and the James River's banks. Between 1889 and 1891 many new structures were erected on the shipyard's property, including boiler, pattern, machine, pipe-fitting, and paint shops (Sanborn 1891) (Figures 3:39 and 3:40).

In 1891 seven saloons, a beer garden, and a row of modest-sized dwellings were situated in the blocks bound by 27th and 29th Streets, Warwick Avenue, and the main line of the C & O. Very little new construction had occurred to the east of Warwick Avenue. Commercial development was concentrated along the west side of Jefferson Avenue, whereas residences were scattered along the side streets that fed into Jefferson. The Sanborn Insurance Company's agents indicated that the C & O eastern spur line closely paralleled the north side of 37th Street (Sanborn 1891) .

The 1893 Sanborn Map

Between 1891 and 1893 several significant changes occurred in the vicinity of the Newport News waterfront. Three of the C & O piers (Nos. 1, 2, and 3) were re-numbered. Pier No. 1 became No. 6 and Pier No. 2 (site of the C & O grain elevator) was made No. 5, and the previously existing steamer pier was designated Pier No. 7. A new lumber pier (No. 4) had been built to the north of Pier No. 5. To the east of these piers, the row of tenements that formerly lined the railroad tracks had been razed, as had several nearby shanties. Very few changes were in evidence along A and B Streets or in the vicinity of the Warwick Exchange; however, the New York House and its kitchen had been converted to offices (Sanborn 1893) (Figure 3:41).

Development intensified in the area between 23rd and 30th Streets, particularly to the north of 27th Street and east of Washington Avenue. A newly built Warwick County Courthouse (an imposing three-story structure that covered four lots) stood on the northwest corner of 25th Street and Lafayette Avenue. Several new buildings had been erected on formerly vacant lots in the block bound by 27th and 28th Streets and Lafayette and Washington Avenues. Two jewelry stores, a hardware store and a drugstore faced Washington Avenue and several other business establishments fronted upon 27th and 28th Streets. Midway between Washington and Lafayette Avenues was residential development that abutted the commercial district. According to Parke Rouse, most of Newport News' licensed bordellos were on 24th Street, between the downtown and Warwick Avenue (Rouse 1986:122). On the southeast corner of 27th and Washington was the Central Hotel, next door to which was the Y.M.C.A. On 28th Street several dwellings had been built in close proximity to the public school; to the north, between 28th and 29th Streets and on the east side of Washington Avenue, were a

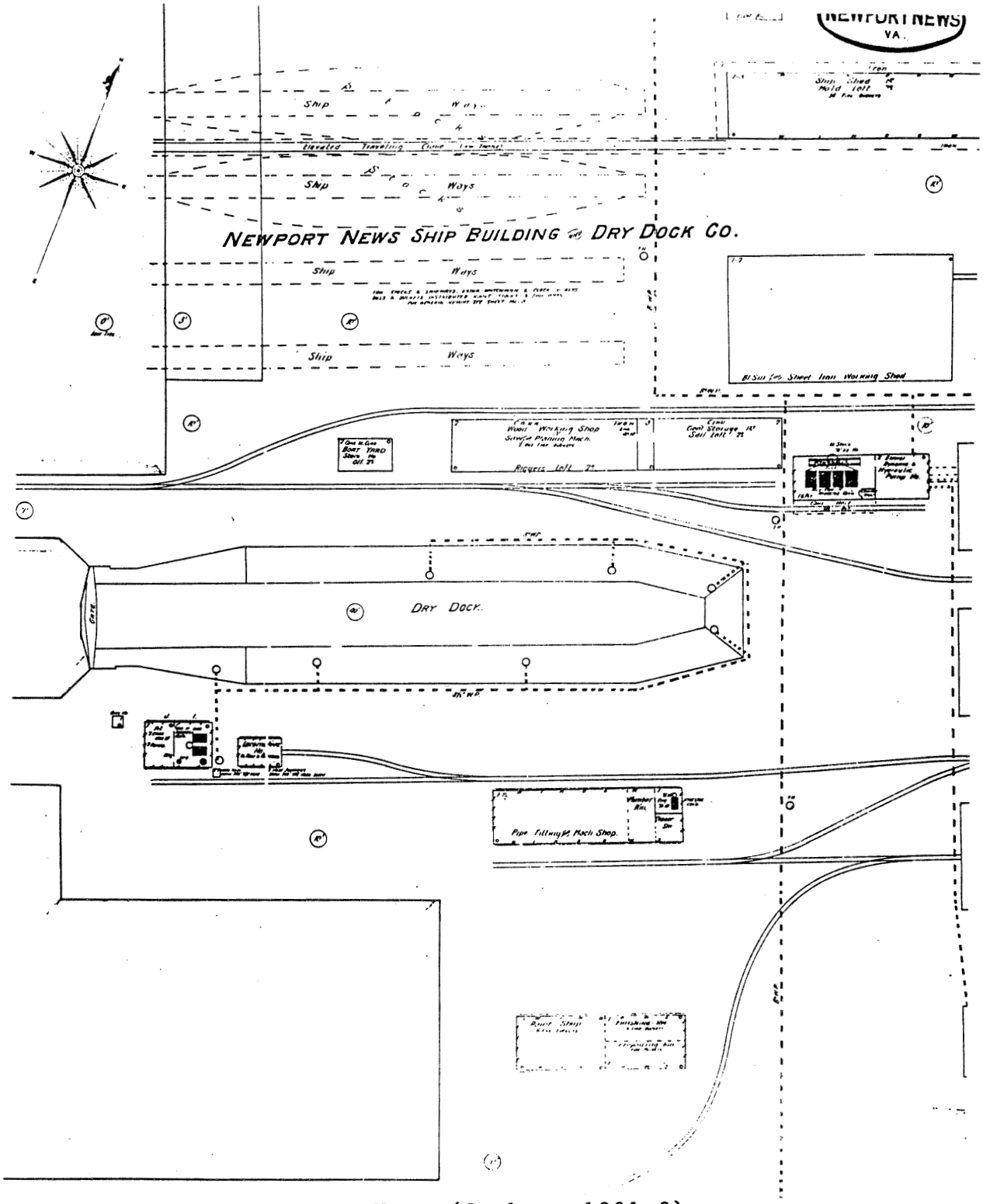


Figure 3:39 Newport News (Sanborn 1891:2).

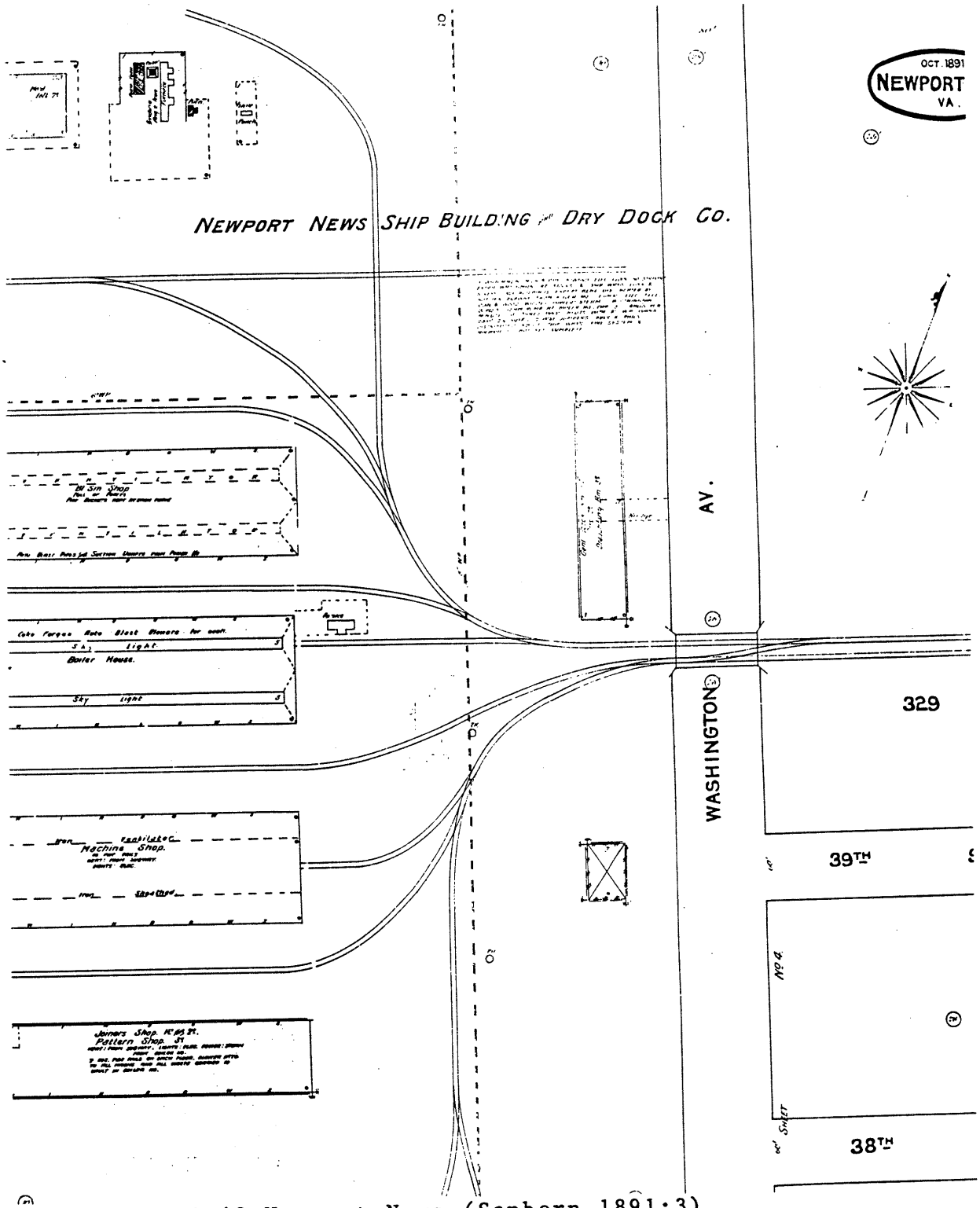


Figure 3:40 Newport News (Sanborn 1891:3).

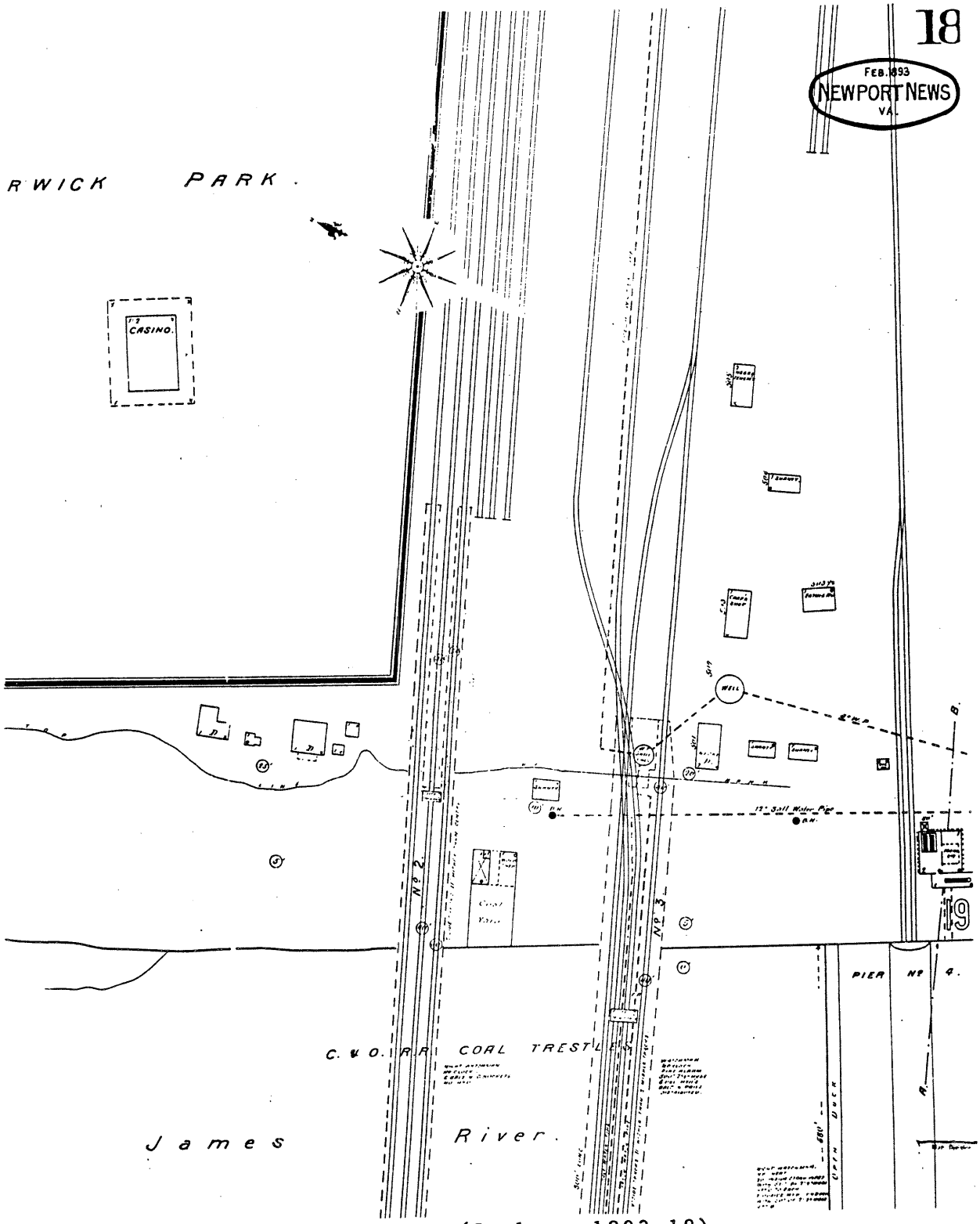


Figure 3:41 Newport News (Sanborn 1893:18).

few duplex and detached houses, plus a millinery shop and hardware store that fronted upon Washington. In the blocks between Washington Avenue and the James River, housing density had increased. A large dwelling stood upon the oversized lot that in 1891 had been set aside for the Baptist Church. Between 31st and 34th Streets were sparsely scattered residences and retail shops. Fronting upon Washington Avenue were establishments that sold groceries, dry goods, tobacco, fruit, produce, jewelry, shoes, and general merchandize. Shops operated by craftsmen (such as cobblers, tailors and woodworkers) also were present. A Roman Catholic church was situated at the corner of 34th Street and Washington Avenue. The blocks immediately to the north of 34th Street and west of Lafayette Avenue were vacant (Sanborn 1893) (Figures 3:42 through 3:45).

Between 1891 and 1893 industrial development intensified in the blocks between Virginia Avenue and the C & O main line. The P. L. and P. Company Power Station had expanded its facilities and to the north, the D. S. Jones and Company had built a lumber yard and planing mill. The Newport News Milling Company's planing mill occupied the two blocks bordered by 28th and 30th Streets, Virginia Avenue and the C & O. On the southwest corner of 24th Street and Virginia Avenue was the Warwick Ironworks' foundry. Residential development was sparsely scattered between Lafayette and Virginia Avenues and 24th through 29th Streets, whereas the blocks between 29th and 34th Streets were vacant. The Lafayette Avenue Market Hotel stood on the northeast corner of Lafayette and 34th and the Jefferson Hotel was located on 33rd Street, near Lafayette Avenue. Nearby were a few private residences (Sanborn 1893) (Figures 3:46 and 3:47).

Between 1891 and 1893 few changes had occurred in the blocks to the north of 37th Street and west of Lafayette Avenue or in the facilities of the Newport News Dry Dock and Construction Company, which in 1893 were identified as the Newport News Ship Building and Dry Dock Company.[26] On the east side of Lafayette were a few scattered dwellings.[27]

In 1893, the overwhelming majority of the lots in the blocks to the east of the C & O main line were vacant. The Warwick Theater (a movie house) stood on the southwest corner of 22nd Street and Warwick Avenue, at the edge of a residential area, and fronting upon Hampton Street were three saloons. Along 23rd Street, just east of Warwick Avenue, grocery stores, saloons, and boarding houses were intermingled with dwellings; the west side of

---

[26]On February 17, 1890 the name of the shipyard was changed officially (Jester 1961:187).

[27]In 1892 the El Sud, the first ocean-going steamship produced at the shipyard, was launched at Newport News. Two years later, the company signed its first contract with the U. S. government, agreeing to build three gunboats. In April 1894 the shipyard certified its first apprentice (Jester 1961:188).

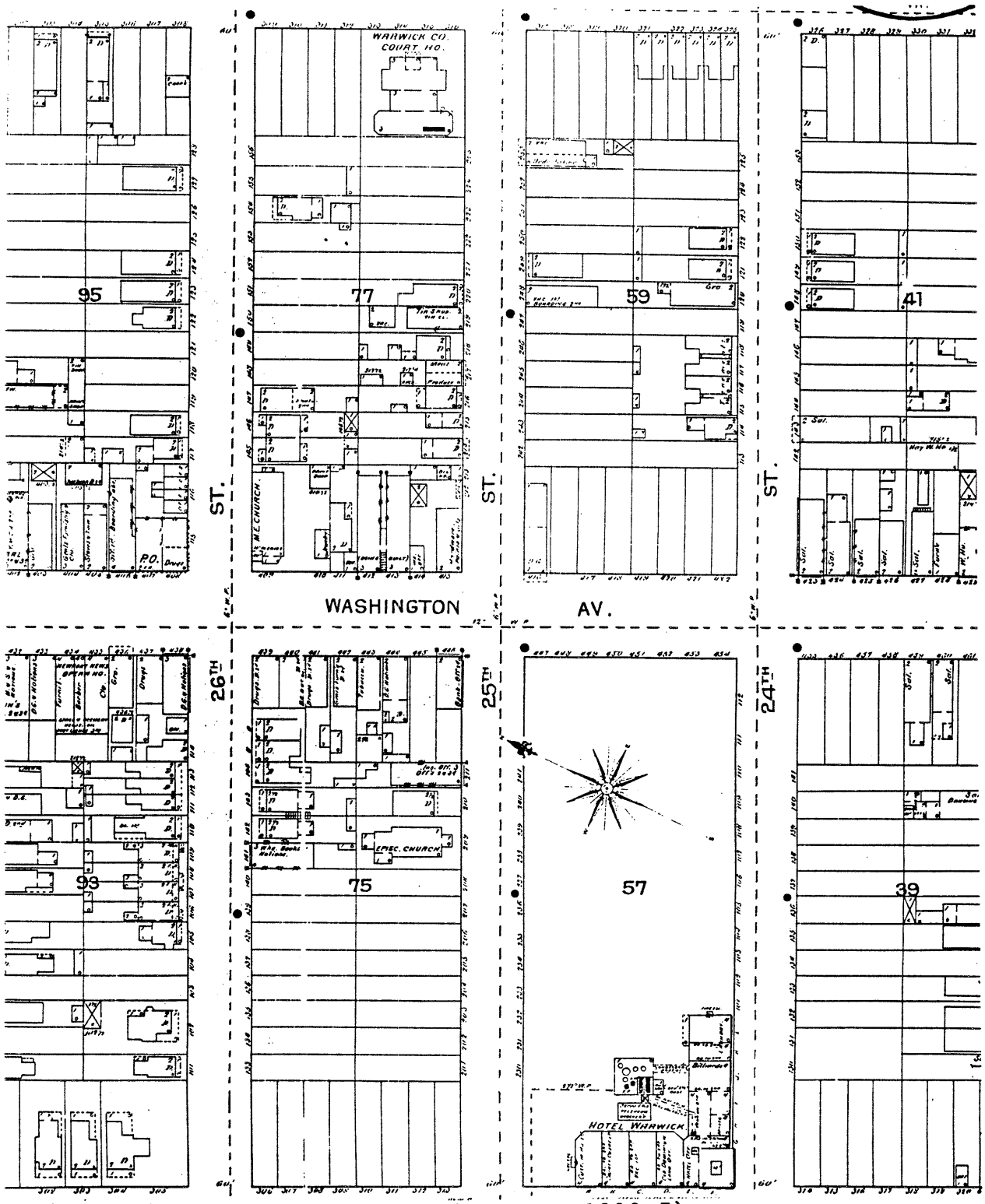


Figure 3:42 Newport News (Sanborn 1893:7).

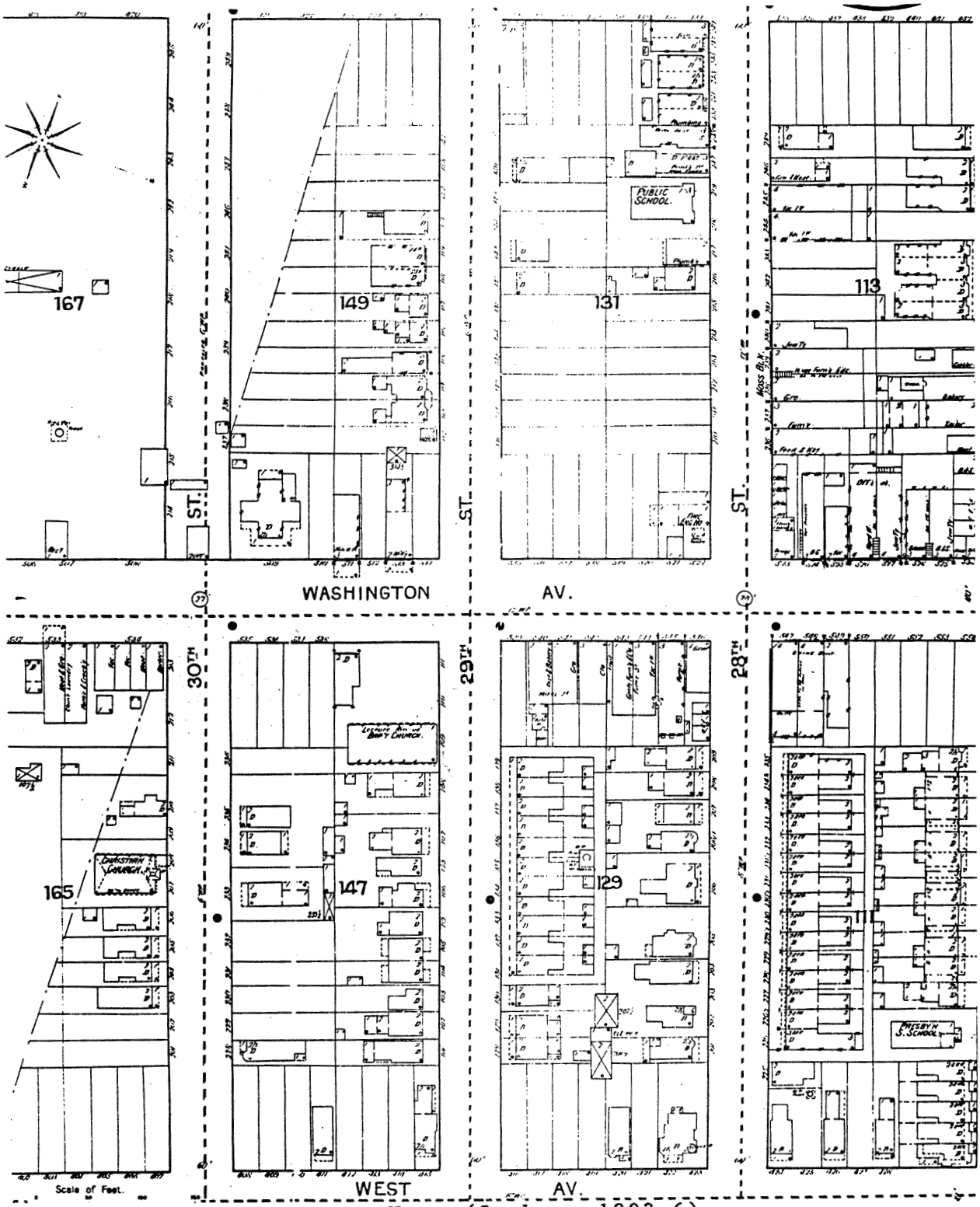


Figure 3:43 Newport News (Sanborn 1893:6).

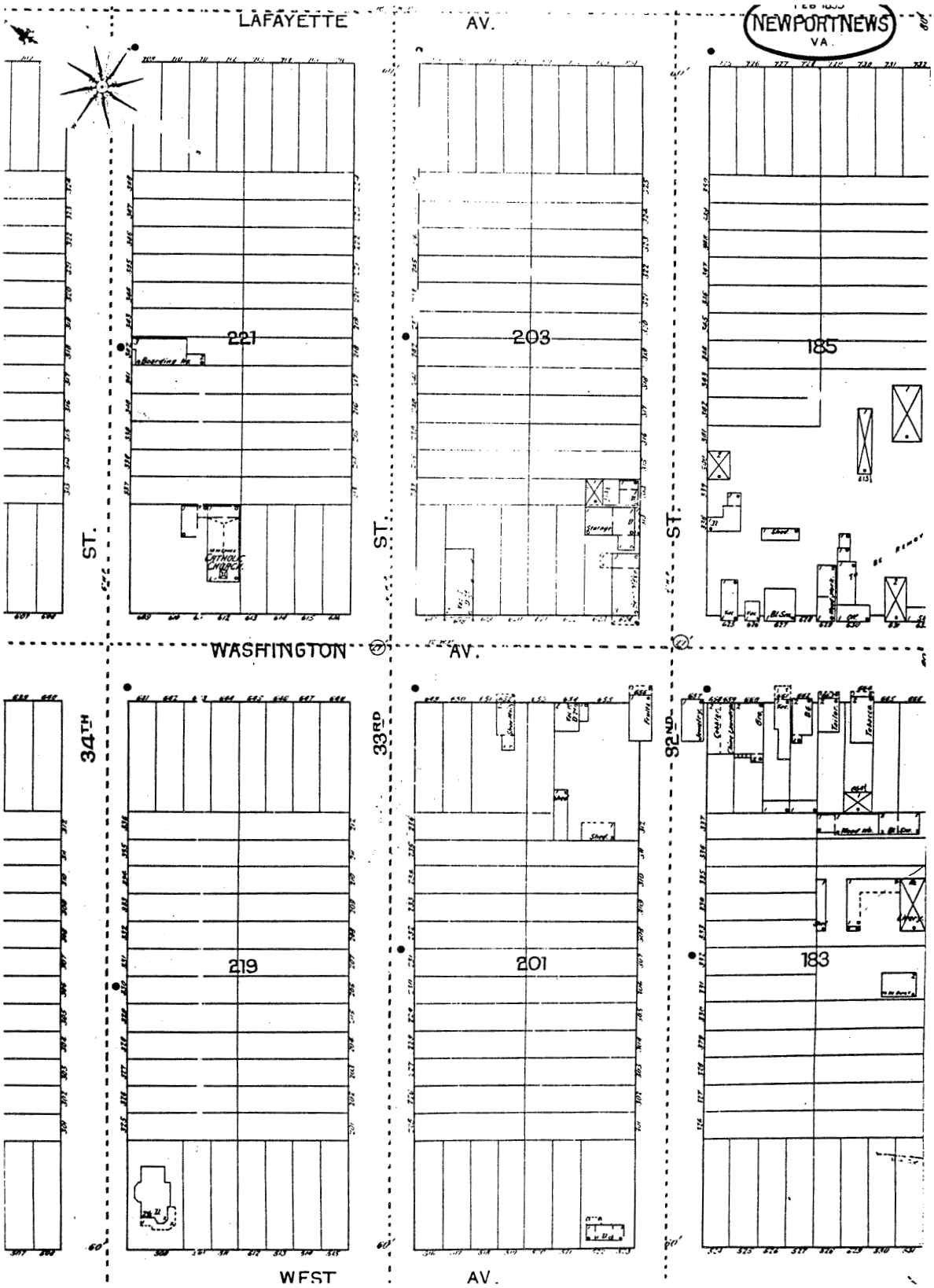


Figure 3:44 Newport News (Sanborn 1893:5).

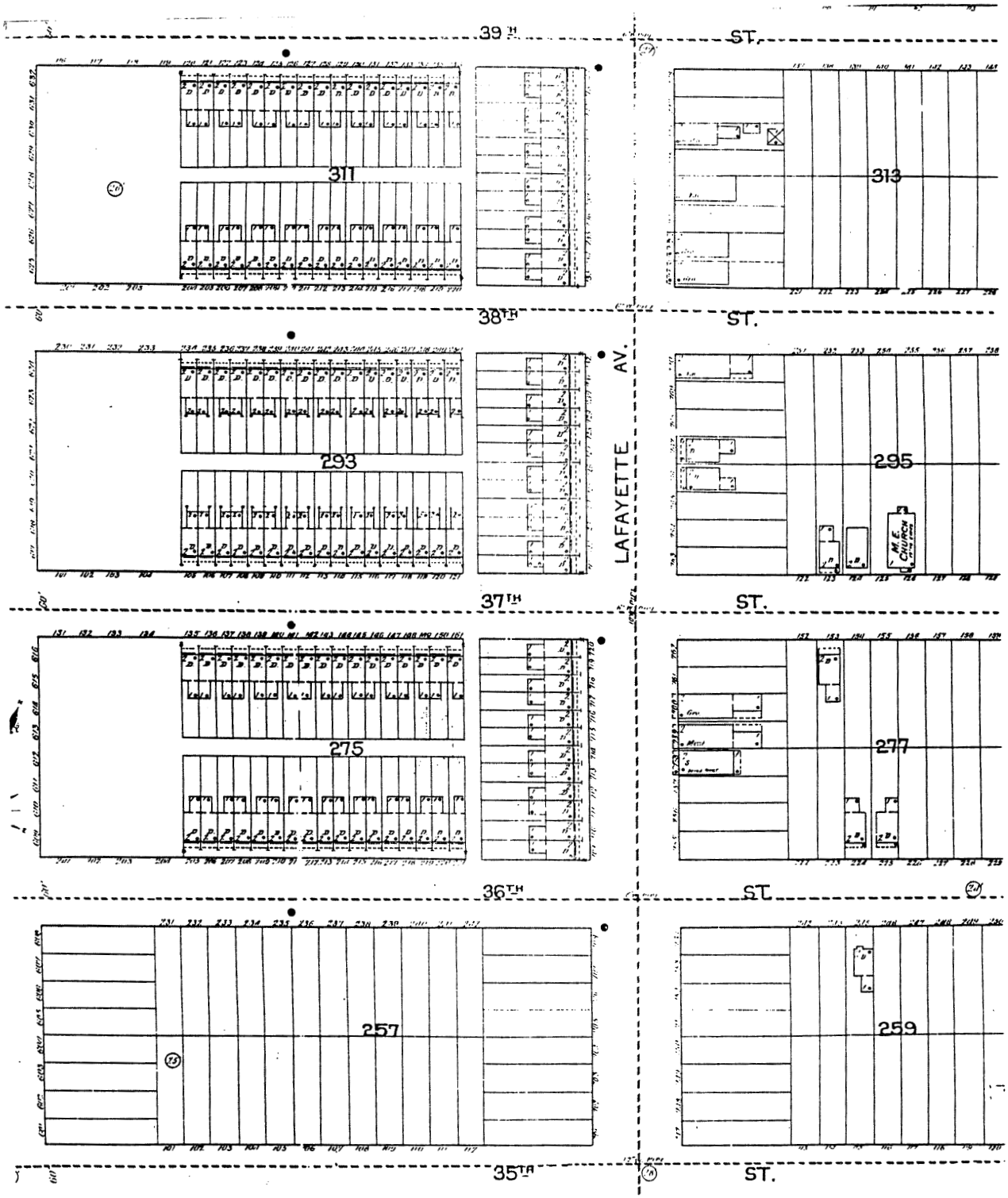


Figure 3:45 Newport News (Sanborn 1893:4).

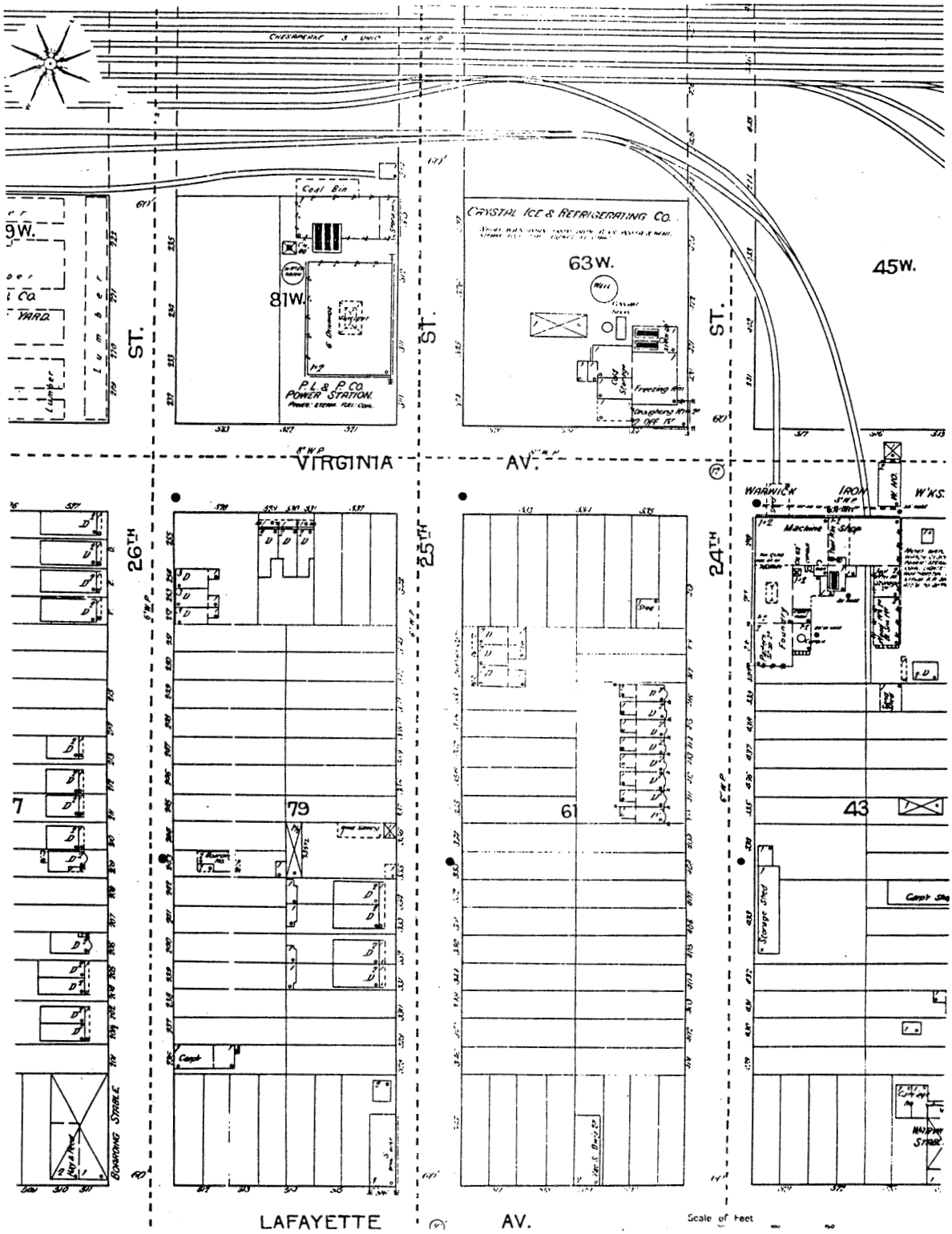


Figure 3:46 Newport News (Sanborn 1893:8).

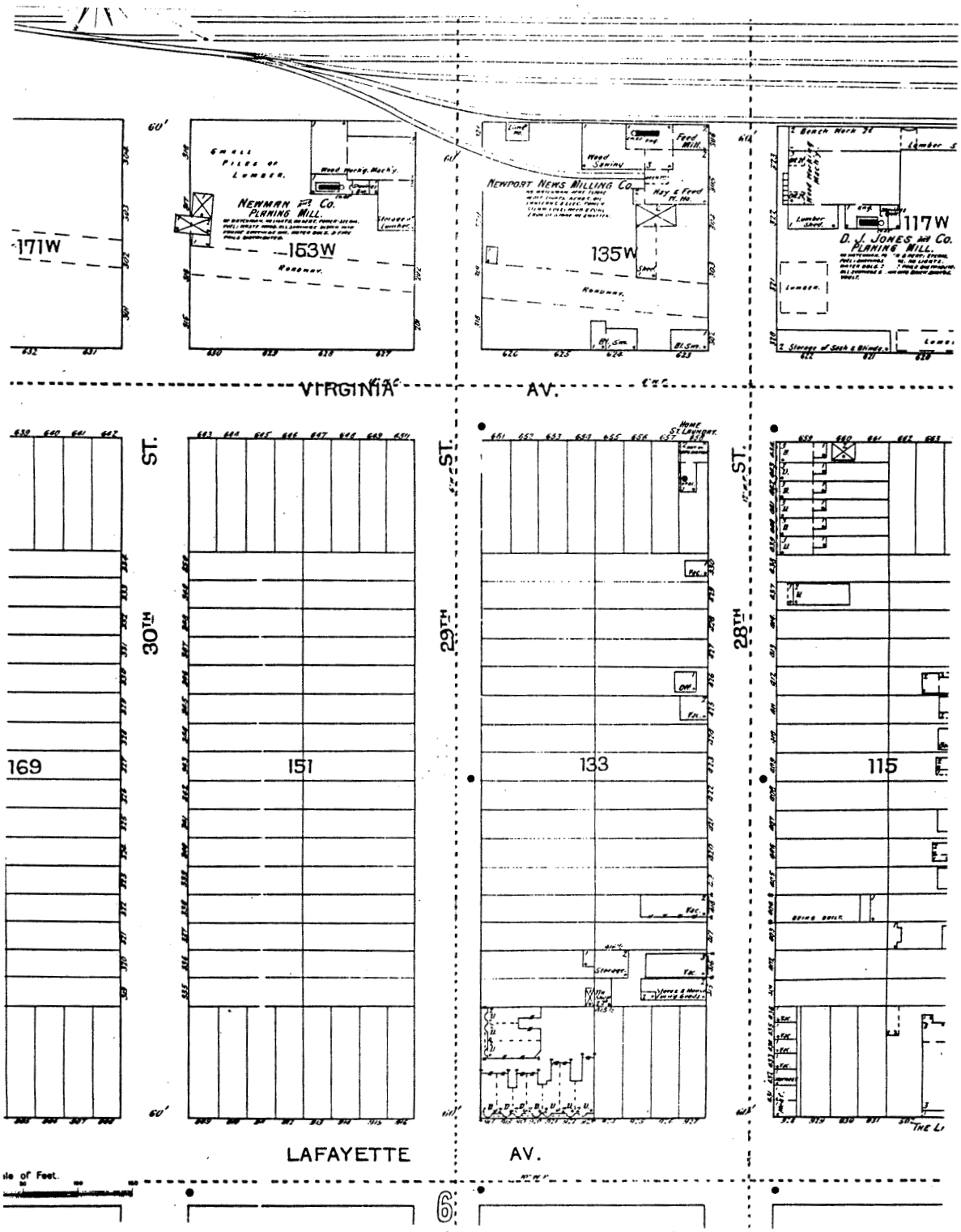


Figure 3:47 Newport News (Sanborn 1893:9).

Jefferson Avenue between 22nd and 23rd Streets contained commercial buildings. The blocks to the north of 24th Street were vacant, except for a few scattered dwellings and the Weller Livery and Boarding Stables. A modest amount of new development had occurred between Jefferson Avenue and Madison Avenues. To the north of 20th Street, rows of duplexes lined both sides of 21st Street and Hampton Avenue. Although only a few buildings stood on the lots bordering 22nd Street, residences bordered both sides of 23rd Street. Along the east side of Jefferson Avenue, above 21st Street, stores, shops and other businesses were intermixed with houses. A building identified as the Colored Baptist Church stood on the northeast corner of 23rd and Jefferson. Although most of the lots between 24th and 26th Streets were vacant, a row of duplexes lined the south side of 27th Street and a line of rowhouses fronted west upon Jefferson Avenue above 27th Street. Beyond that point, the remaining blocks between Jefferson and Madison were vacant (Sanborn 1893) (Figures 3:48 and 3:49).

Below 20th Street and extending southward toward the James River was Ivy Avenue, along which lots had been laid out. Commercial facilities, such as grocery stores, a barber shop, a fish market and saloons were available to the occupants of the rowhouses that were situated along Ivy Avenue, as was the Wesley Grove Church was located at 384 Ivy Avenue (Sanborn 1893) (Figure 3:50).

The Incorporation of Newport News

On January 16, 1896, Newport News became an incorporated city. Its new government was comprised of a 14 member council, two individuals who were elected from each of the city's seven wards. The first mayor of Newport News was Walter Post, the engineer who came to the area in 1881 to oversee the construction of the C & O railroad and piers. The city also had a treasurer, a clerk of courts, a city sergeant, a commonwealth attorney, a constable, and a chief of police (Jester 1961:124-125).

The 1897 Sanborn Map

By 1897, numerous piers protruded into the James River at the terminus of the C & O tracks. A depot at the entrance to Pier No. 7 accommodated steamship passengers. Ferguson's Lumber Yard and pier were located at the end of 17th (B) Street. In the first block of 17th Street, close to the waterfront, was a commercial district that included three grocery stores, three general stores, two barber shops, a bakery, a butcher shop, fruit and vegetable markets, and offices. The West Point Hotel, a two-story frame building that extended through the block formed by 17th and A Streets, fronted on both streets. Dwellings and shanties were scattered throughout the area, some of which were set back from the street (Sanborn 1897) (Figures 3:51 and 3:52). One- and two-story frame dwellings were thinly scattered along both sides of 17th Street, away from the waterfront. The neighborhood also contained grocery stores, a boarding house, a two-story tenement and coal and wood yards. The tracks of the C & O passed through this area as they curved northward. On the south side of the

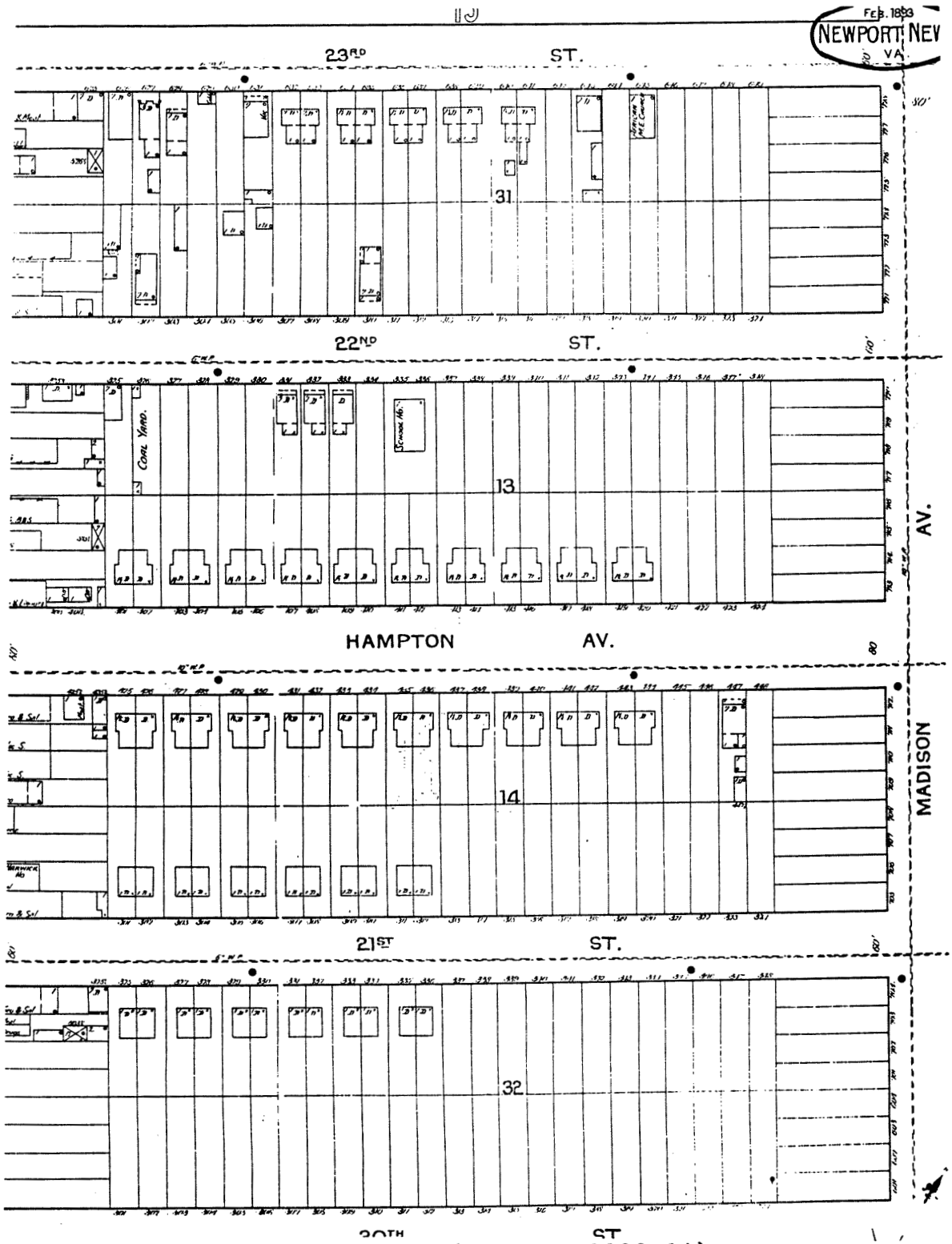


Figure 3:48 Newport News (Sanborn 1893:14).

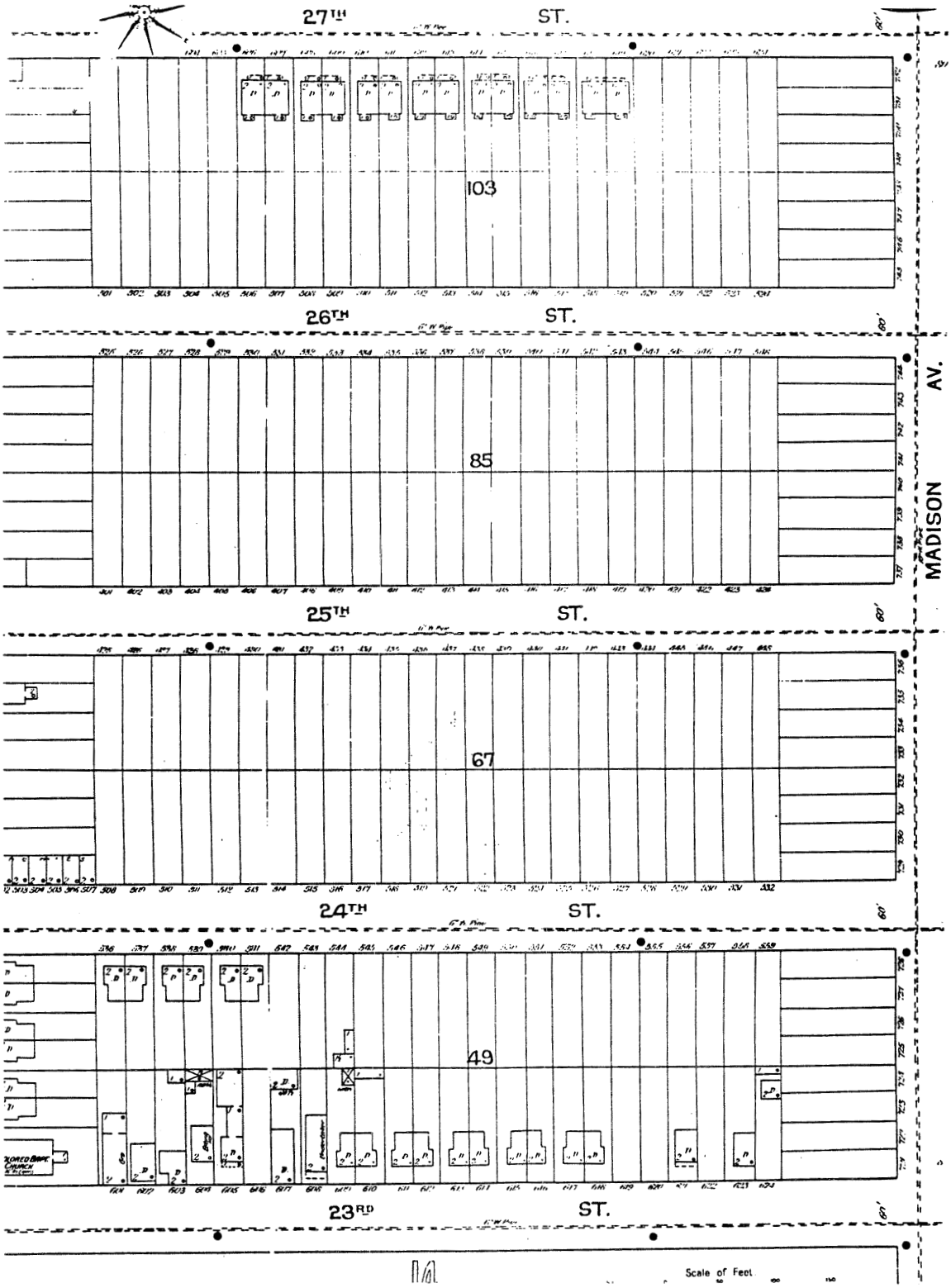


Figure 3:49 Newport News (Sanborn 1893:15).

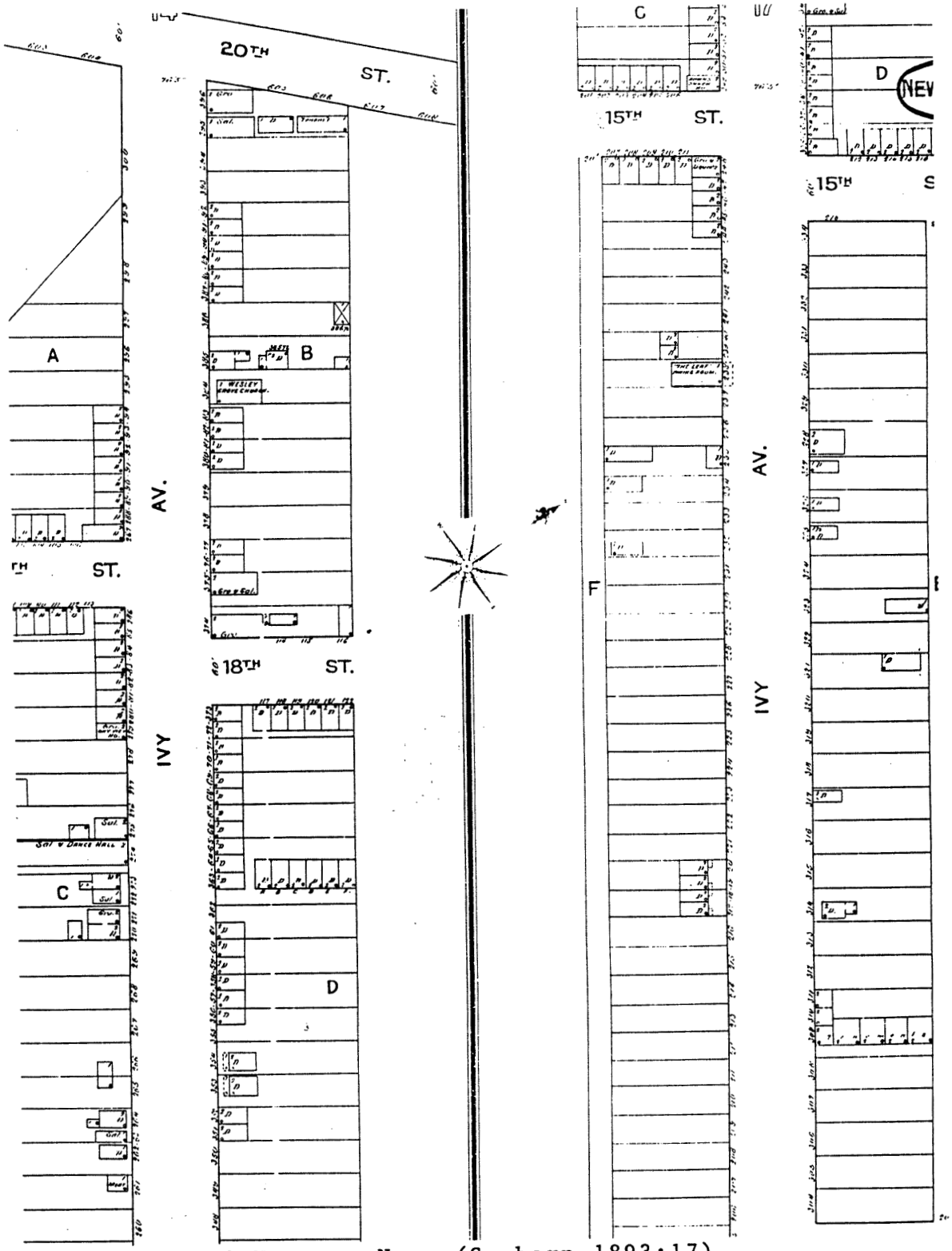


Figure 3:50 Newport News (Sanborn 1893:17).

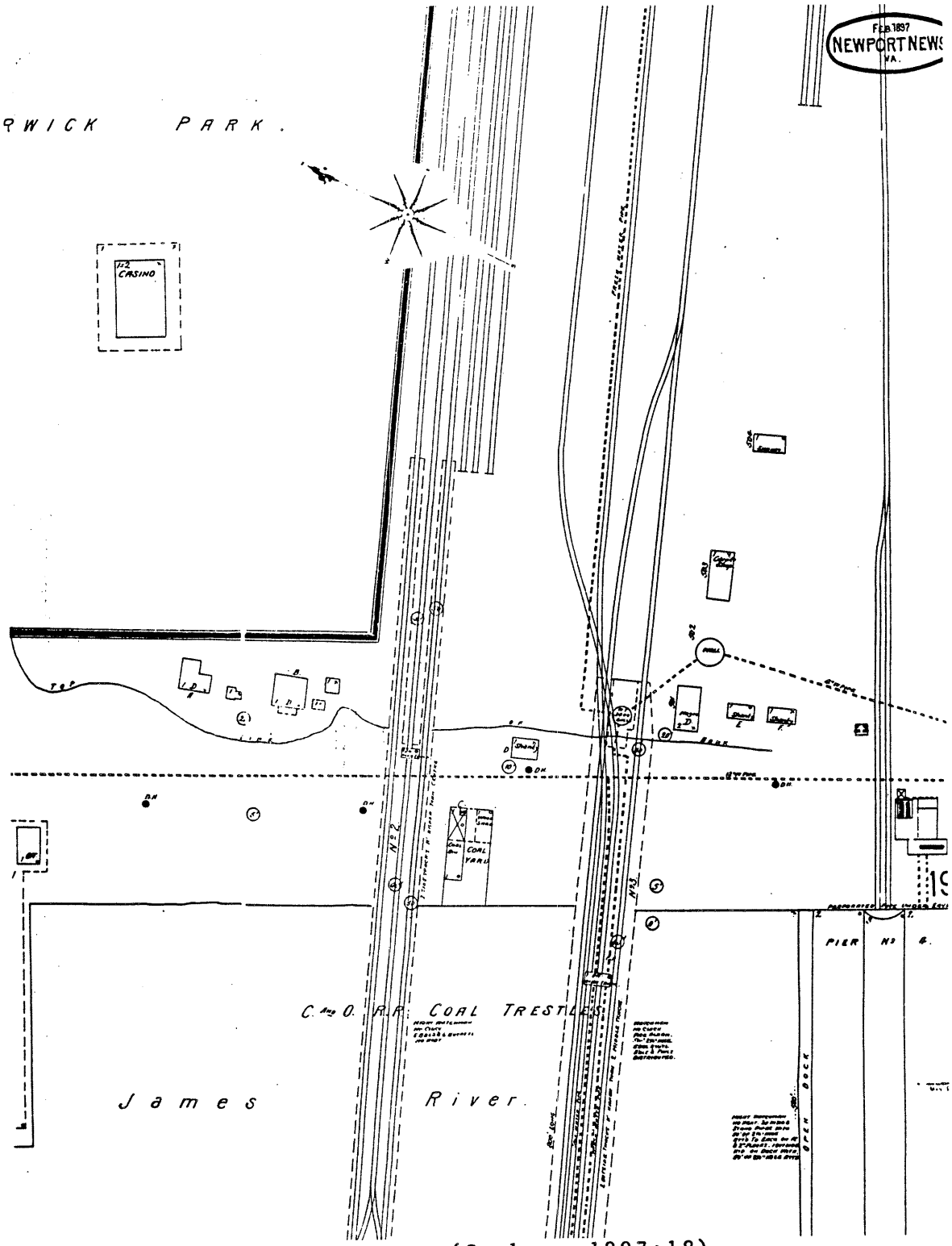


Figure 3:51 Newport News (Sanborn 1897:18).

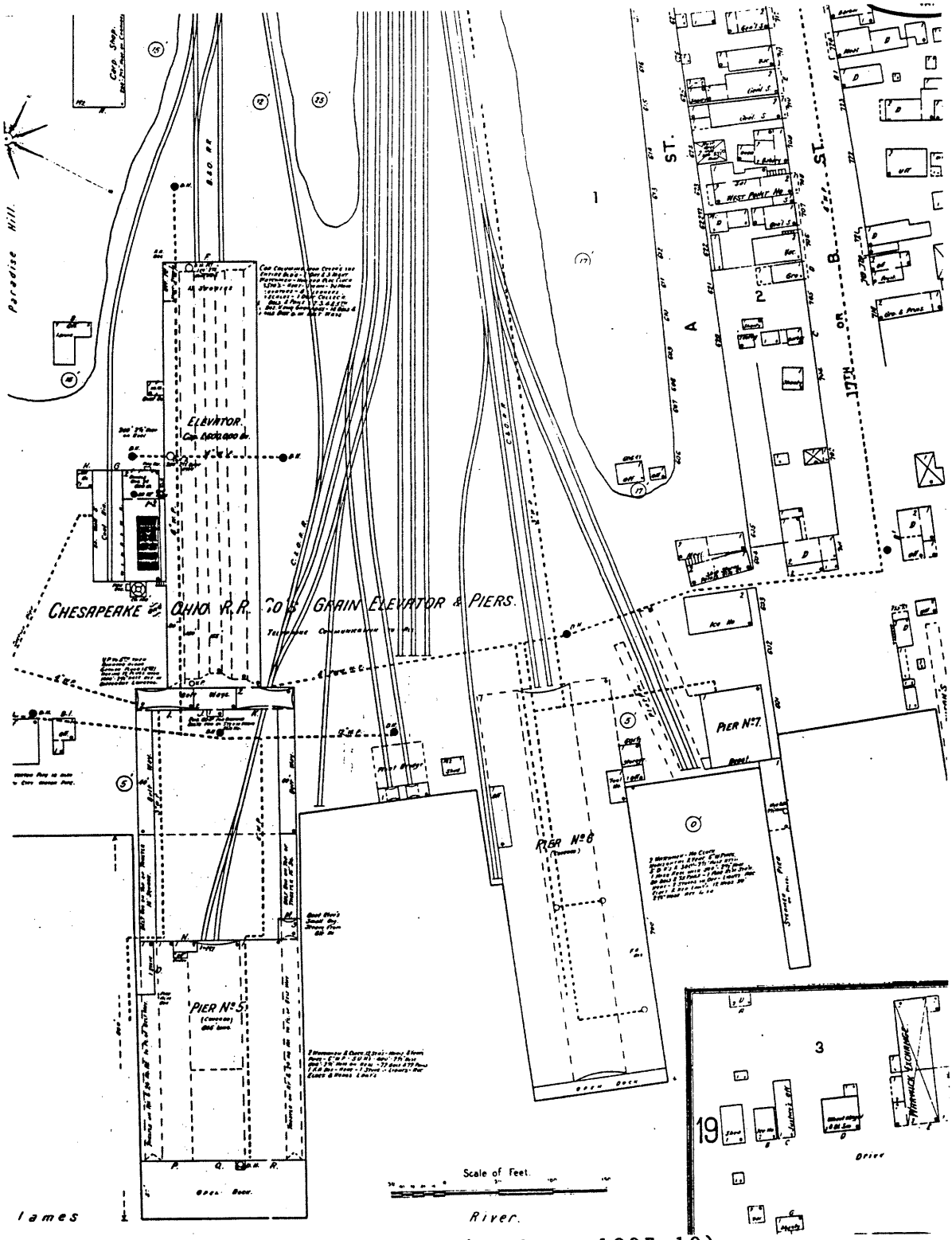


Figure 3:52 Newport News (Sanborn 1897:19).

railroad tracks were two warehouses and cattle sheds. A siding on the north side of the tracks was flanked by a large warehouse, piles of staves and lumber, and a large frame tenement. By 1897, a restaurant and saloon faced the railroad tracks in the 600 block of A Street, to the west of two other buildings, but the majority of the lots abutting A Street were vacant. In the vicinity of Pier No. 4 was a coal yard. The C & O Railroad's passenger depot was located on 23rd Street, in close proximity to Pier No. 1 and the Hotel Warwick. Close-by was Warwick Park, a recreational area that included the wooden entertainment hall called the Casino, a bowling alley, bath houses and a pleasure pier (Sanborn 1897).

Between 1893 and 1897 a modest amount of development occurred within the blocks bound by 23rd and 27th Streets and West and Lafayette Avenues, where dwellings were interspersed with business establishments. Shops, stores and other businesses lined both sides of Washington Avenue, rounding the corners of 27th Street. On the southeast corner of 27th and Washington was the Hotel Ivy, successor to the Central Hotel, and the Gloucester Hotel stood upon the southeast corner of West Avenue and 29th Street. There was a significant amount of new development in the blocks between 27th and 29th Streets and Lafayette and Washington Avenues. Houses and minor industrial facilities (including a steam laundry and a wood yard) also had been built on Washington Avenue, between 31st and 35th Streets (Sanborn 1897) (Figures 3:53 through 3:55).

Between Lafayette Avenue and the C & O main line, commercial, industrial and residential development was intermixed. A wagon shed, a storage shed and a few dwellings were situated in the block formed by Lafayette and Virginia Avenues and 23rd and 24th Streets and the Warwick Stables were located at the corner of Lafayette and 23rd. On the north side of 24th Street was a row of two-story frame houses, behind which were a few scattered dwellings. A grocery store and general repair and harness shops also were located in this block. Across Virginia Avenue, between 24th and 25th Streets, was the Crystal Ice and Refrigeration Company, at a site that bordered the tracks of the C & O. Although there was little residential development in the block between 25 and 26th Streets, many houses (mostly two-story frame dwellings) were located along the north side of 26th Street and both sides of 27th. At the corner of 25th Street and Lafayette Avenue was the Elkton Hotel and on the corner of 26th and Lafayette was a large boarding house. Three industrial facilities were located between the east side of Virginia Avenue, the railroad tracks, and 27th and 30th Streets: the D. J. Jones and Company Planing Mill, the Newport News Milling Company, and The Newman and Son Planing Mill. Although in 1897 there were few housing units on 28th Street, a significant amount of commercial development had occurred, including two furniture stores, a tin shop, a laundry, a carriage shop, and a coal and wood retailer's establishment. Near the corner of 28th and Lafayette was a row of small shops operated by a cobbler, a stone cutter, and a butcher. An office and a paint shop also were close at hand. Immediately to the east, on 28th Street, was a wholesale grocer. At the

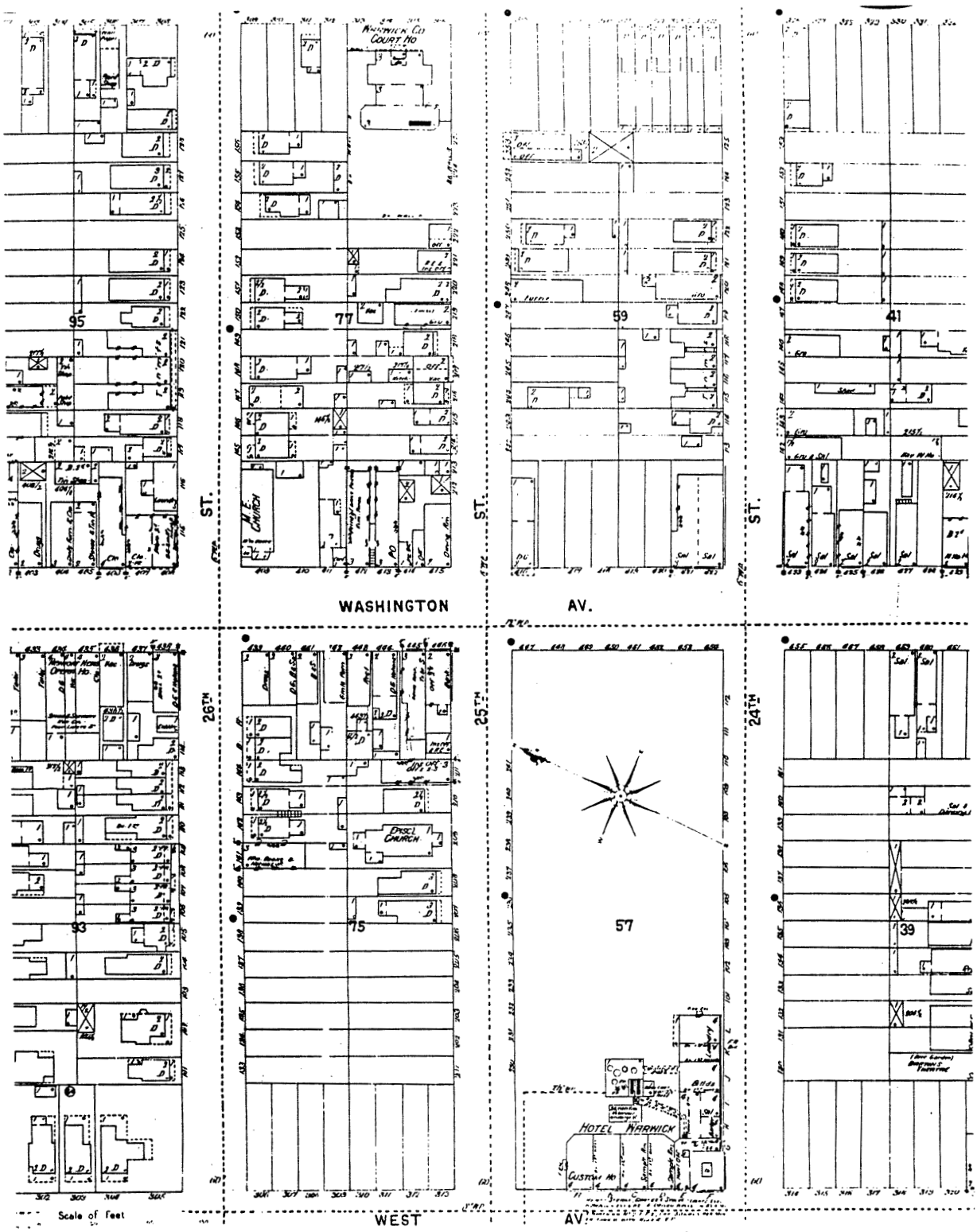


Figure 3:53 Newport News (Sanborn 1897:7).

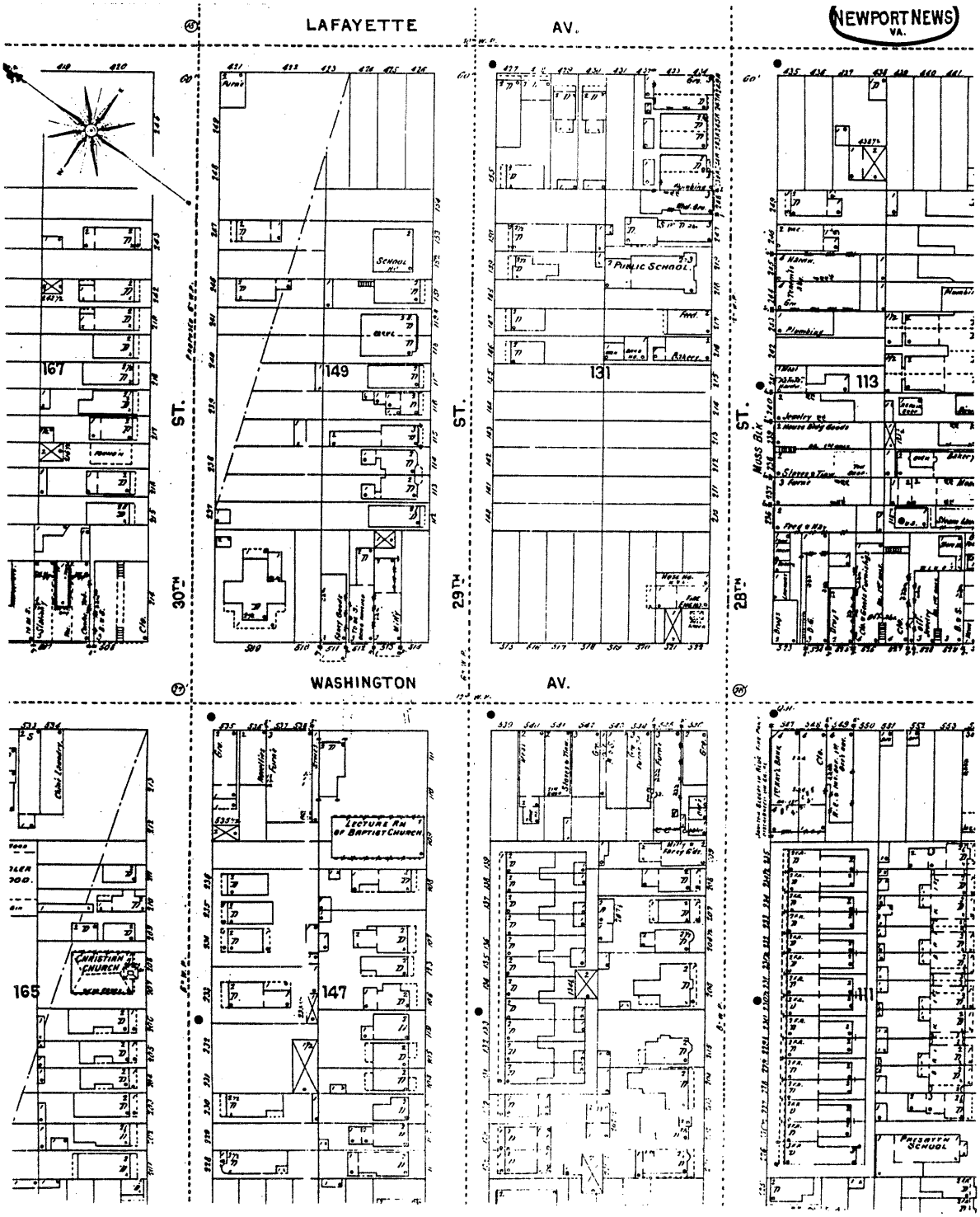


Figure 3:54 Newport News (Sanborn 1897:6).

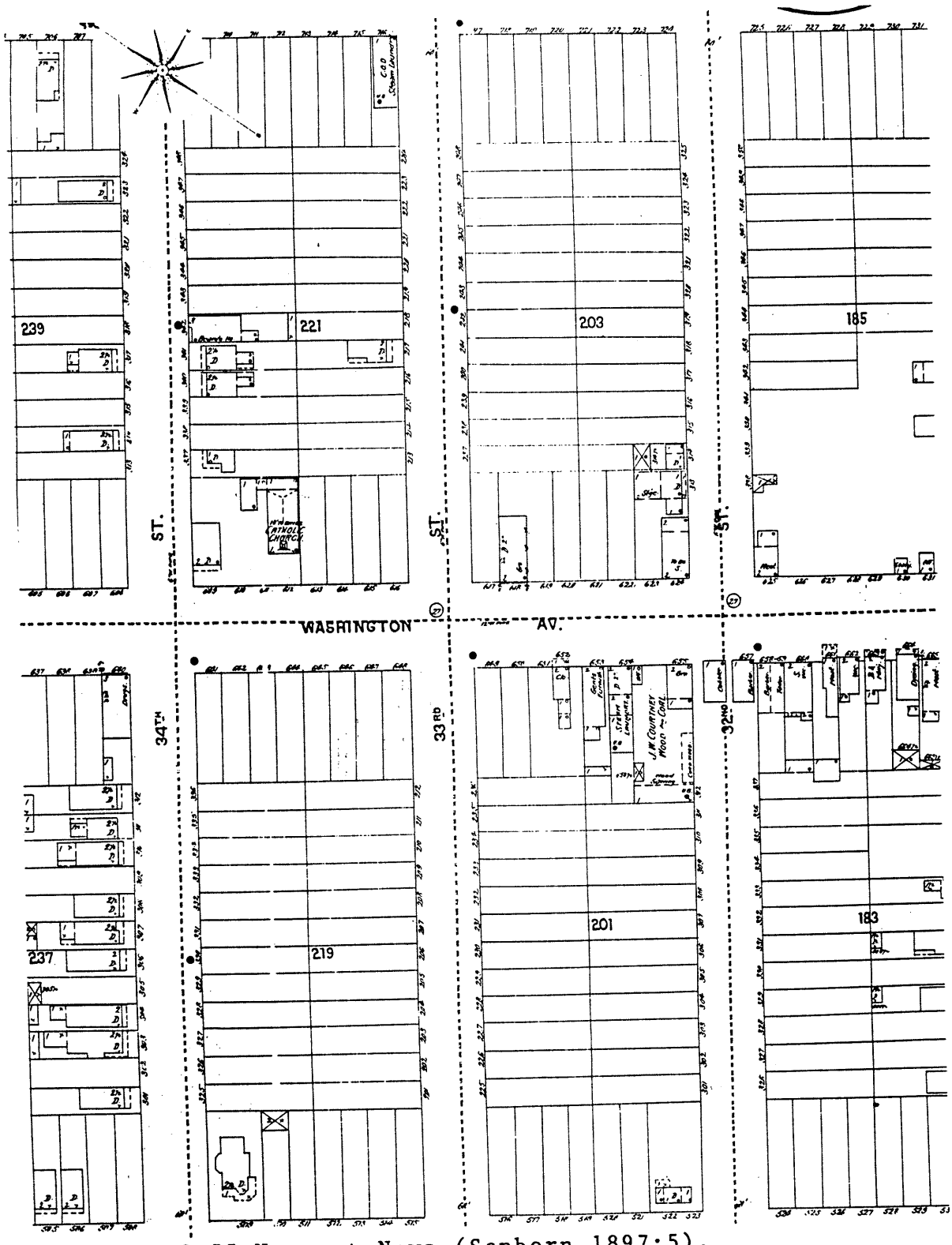


Figure 3:55 Newport News (Sanborn 1897:5).

corner of 27th Street and Lafayette was the Newport News Military Academy, a three-story educational institution. To its west was the site of a brick fire house that in 1897 was under construction. The block formed by 29th and 30th Streets and Lafayette and Virginia Avenues was almost vacant. Rowhouses fronted upon Lafayette Avenue at the corner of 29th, to the southeast of which was a similar complex. On Lafayette Avenue, between 29th and 30th Streets, were a livery stable, wheelwright, paint shop, steam laundry and carpentry shop. On the east side of Virginia Avenue, between 33rd and 34th Streets, was the Newport News Knitting Mill. Between 1893 and 1897 a dozen new dwellings were erected between 35th and 36th Streets, along Lafayette Avenue, and several new homes stood on formerly vacant lots between 36th and 37th Streets. Commercial facilities were under construction along the east side of Lafayette, between 36th and 37th Streets (Sanborn 1897) (Figures 3:56 through 3:59). According to the Sanborn maps, the residential neighborhood between 37th and 39th Streets and the facilities of the Newport News Ship Building and Dry Dock Company experienced a minimal amount of change between 1893 and 1897. A row of dry kilns were constructed on the shipyard's property. By 1897 the area on the west side of the C & O had been laid out into blocks and streets as far north as 49th Street (Sanborn 1897).

In 1897 development was still sparse in the blocks between the C & O main line and Jefferson Avenue. A row of tenements was located on lots to the south of the Warwick Theater, where stage and screen performances and smoking and beer-drinking were available to patrons. Along both sides of Warwick Avenue, between 22nd and 23rd Streets, were several structures that had been built since 1893; a boarding house stood on the northwest corner of 24th and Warwick. Commercial and residential development were intermingled along the north side of 23rd Street, between Warwick and Jefferson Avenues, and houses were thinly scattered throughout the blocks to the north of 23rd. The Newport News Guano Works was located between 25th Street and the C & O tracks (Sanborn 1897) (Figures 3:61 through 3:63). Between Jefferson and Madison Avenues and 22nd through 25th Streets were a few new houses, business establishments, and a Presbyterian Church that stood on the north side of 24th Street. Dwellings also had been constructed on some of the lots between 27th and 29th Streets, but the overwhelming majority of the lots in the area were vacant. Along Ivy Avenue, housing density had increased considerably. To the south of 18th Street were several new businesses, such as neighborhood groceries, shops, and a saloon (Sanborn 1897) (Figures 3:63 through 3:66).

Significant Events of the 1890s

During the mid-to-late 1890s several significant events occurred in the vicinity of Newport News. The Old Dominion passenger liner, Wyanoke, collided with the U. S. cruiser Columbia in a pre-dawn accident that claimed several lives. In 1897 a colony of Mennonites became established in Warwick County, near Newport News. I. D. Hertzler of Long Green, Maryland, and D. Z.

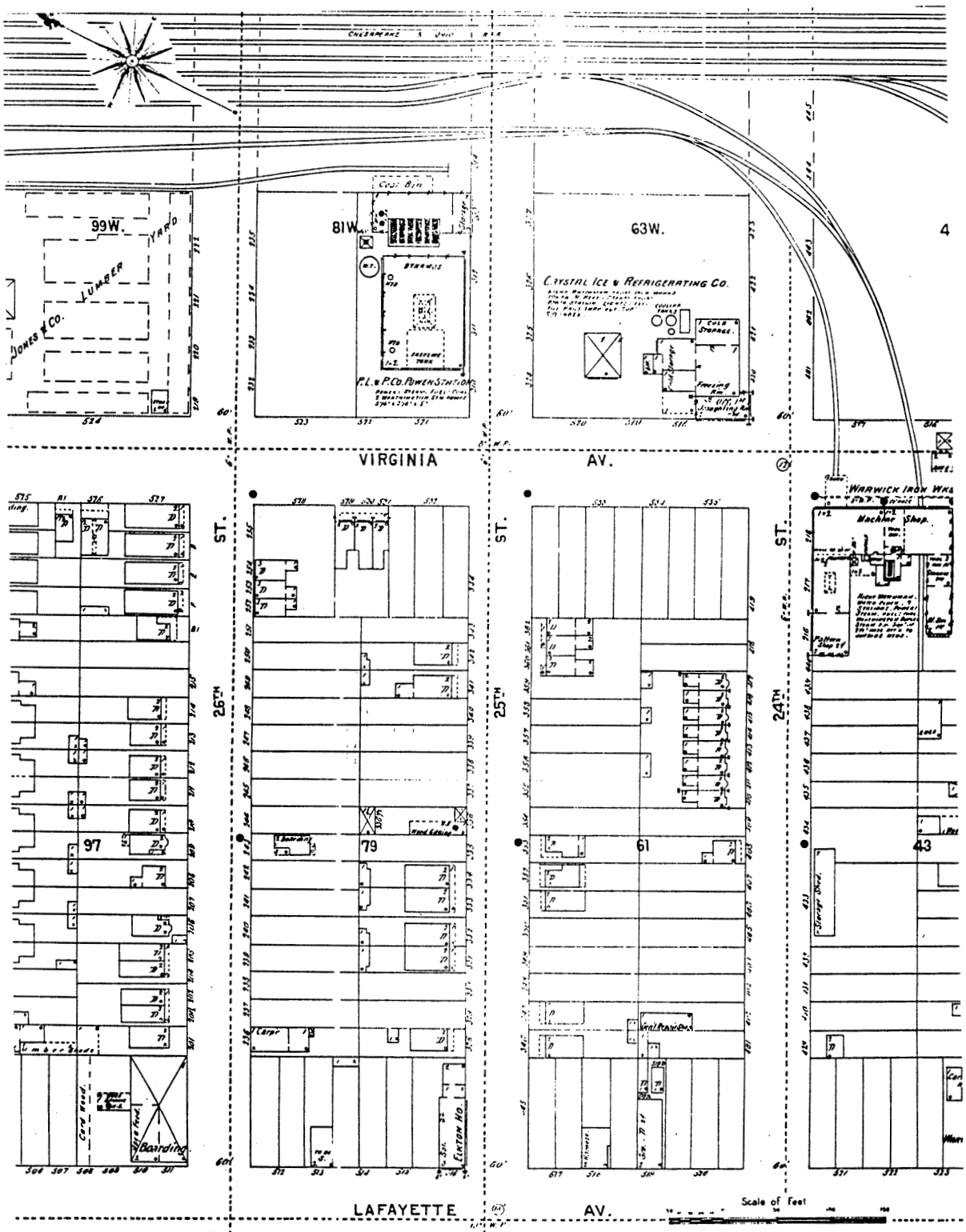


Figure 3:56 Newport News (Sanborn 1897:8).

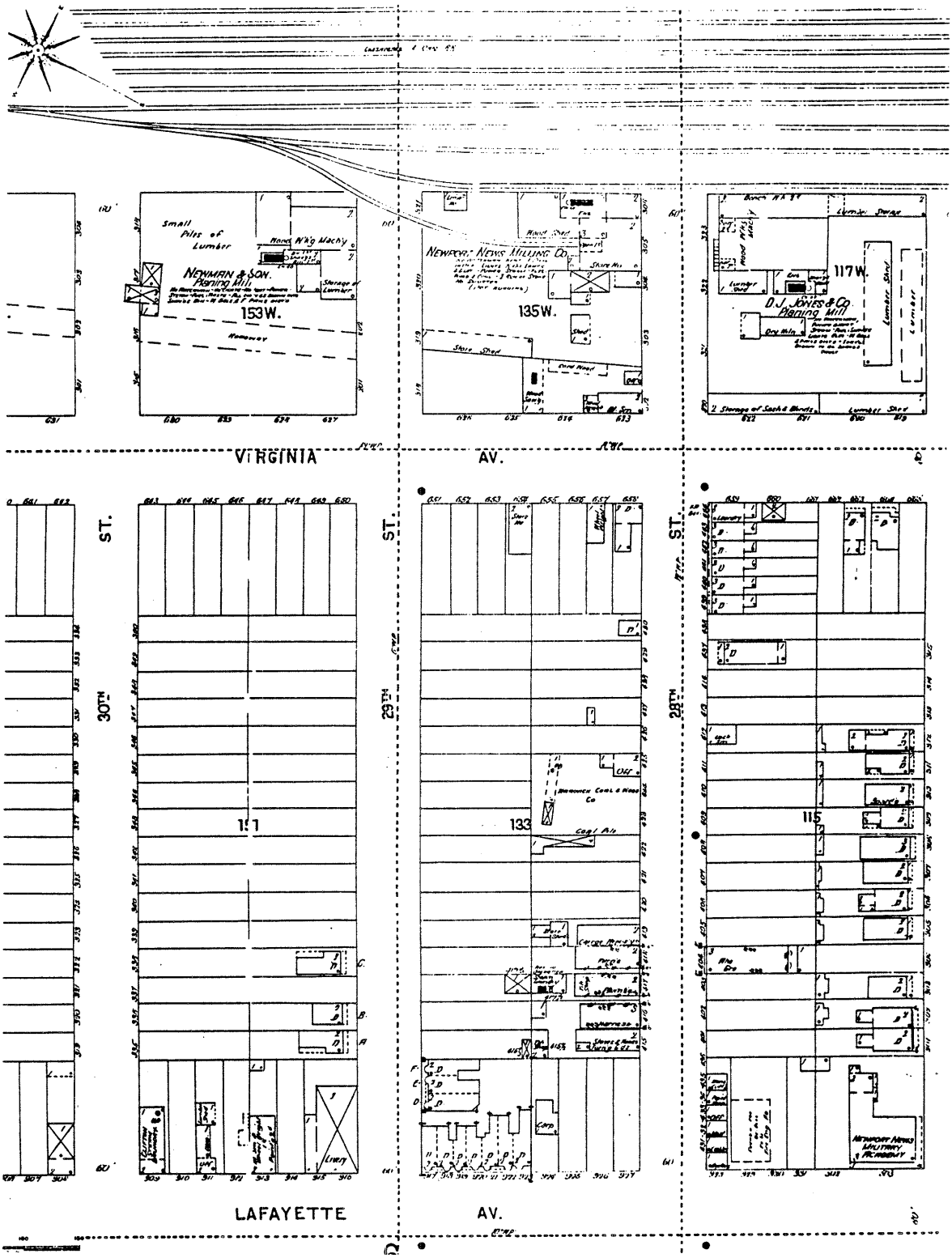


Figure 3:57 Newport News (Sanborn 1897:9).

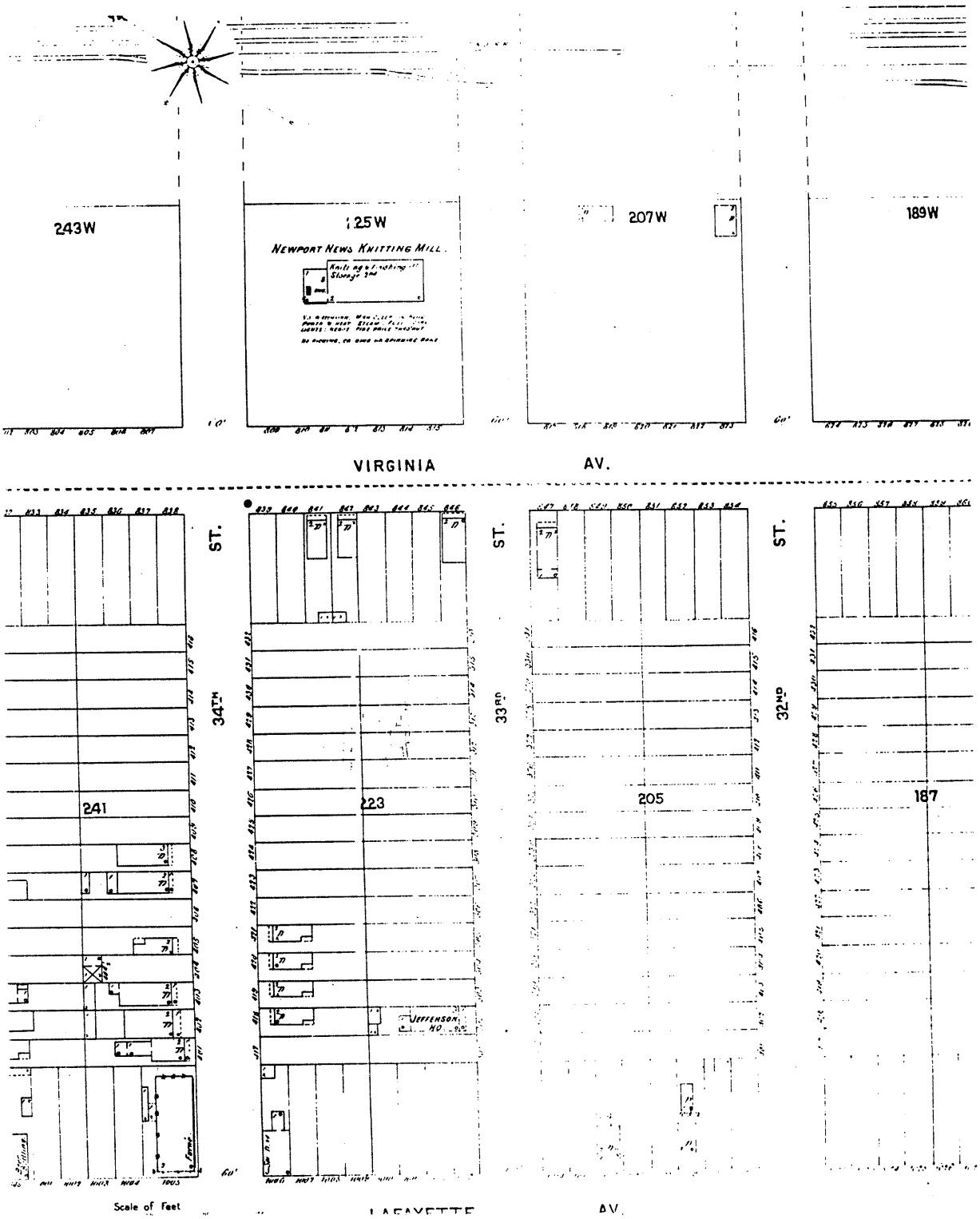


Figure 3:58 Newport News (Sanborn 1897:10).

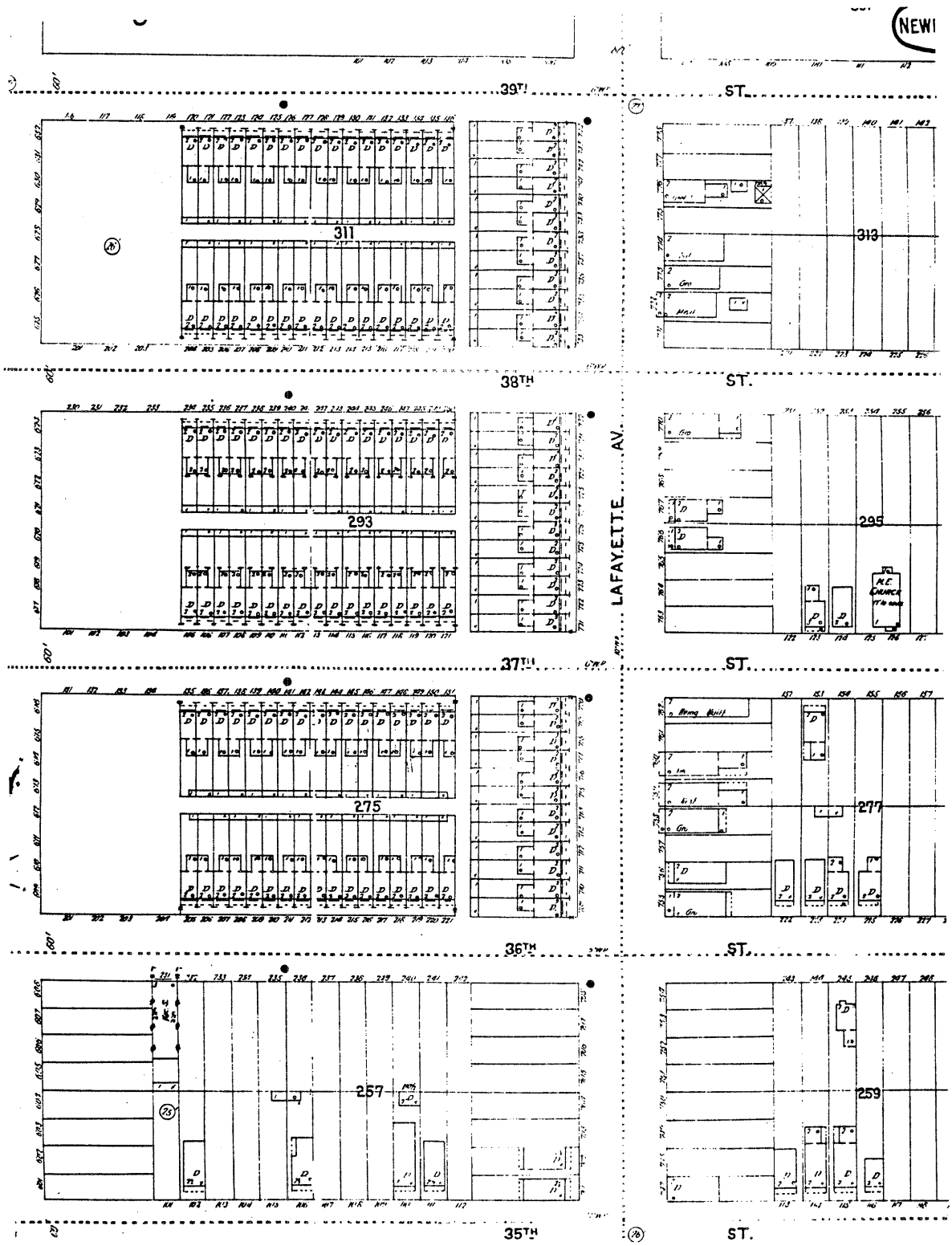


Figure 3:59 Newport News (Sanborn 1897:4).

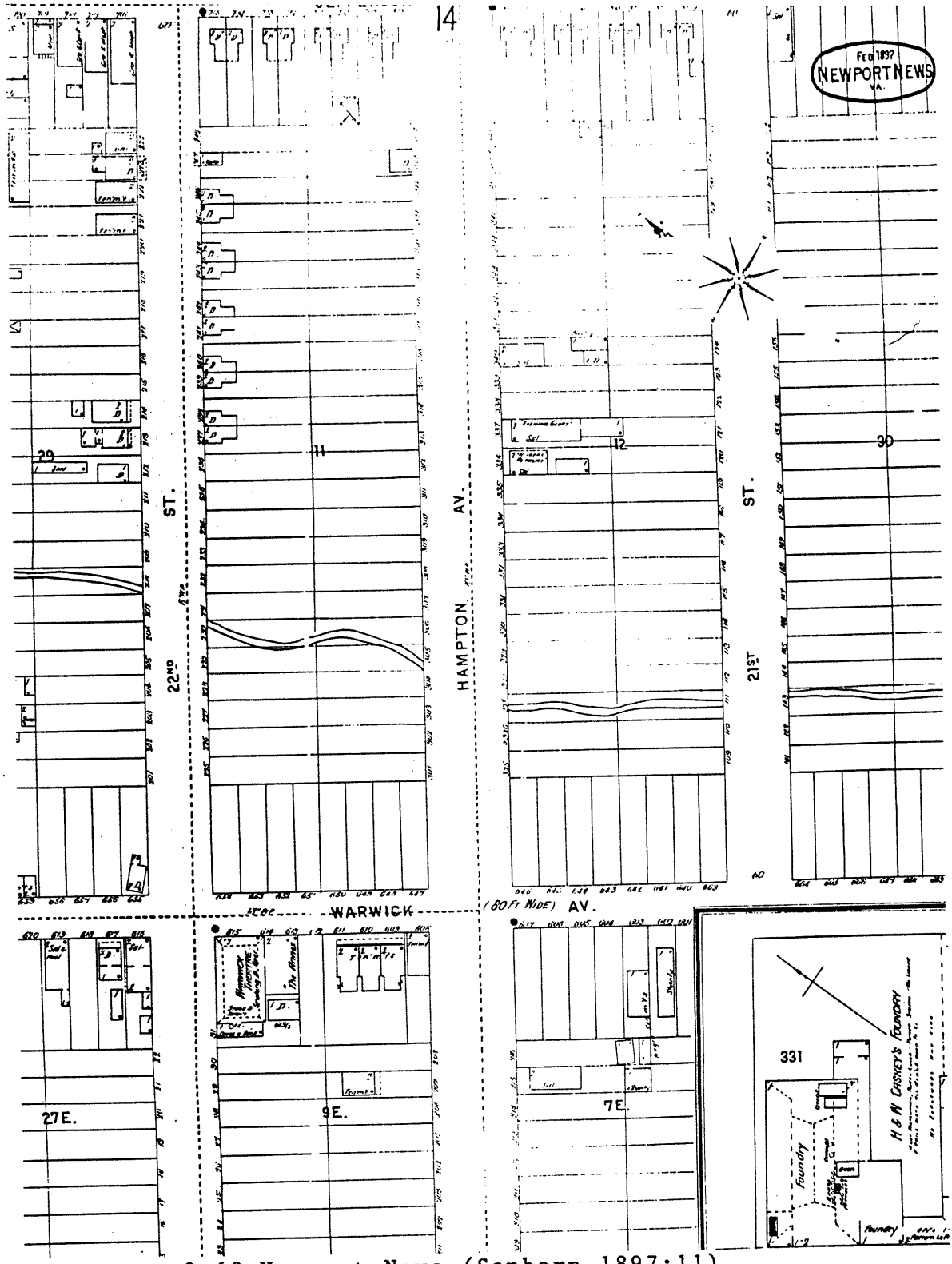


Figure 3:60 Newport News (Sanborn 1897:11).

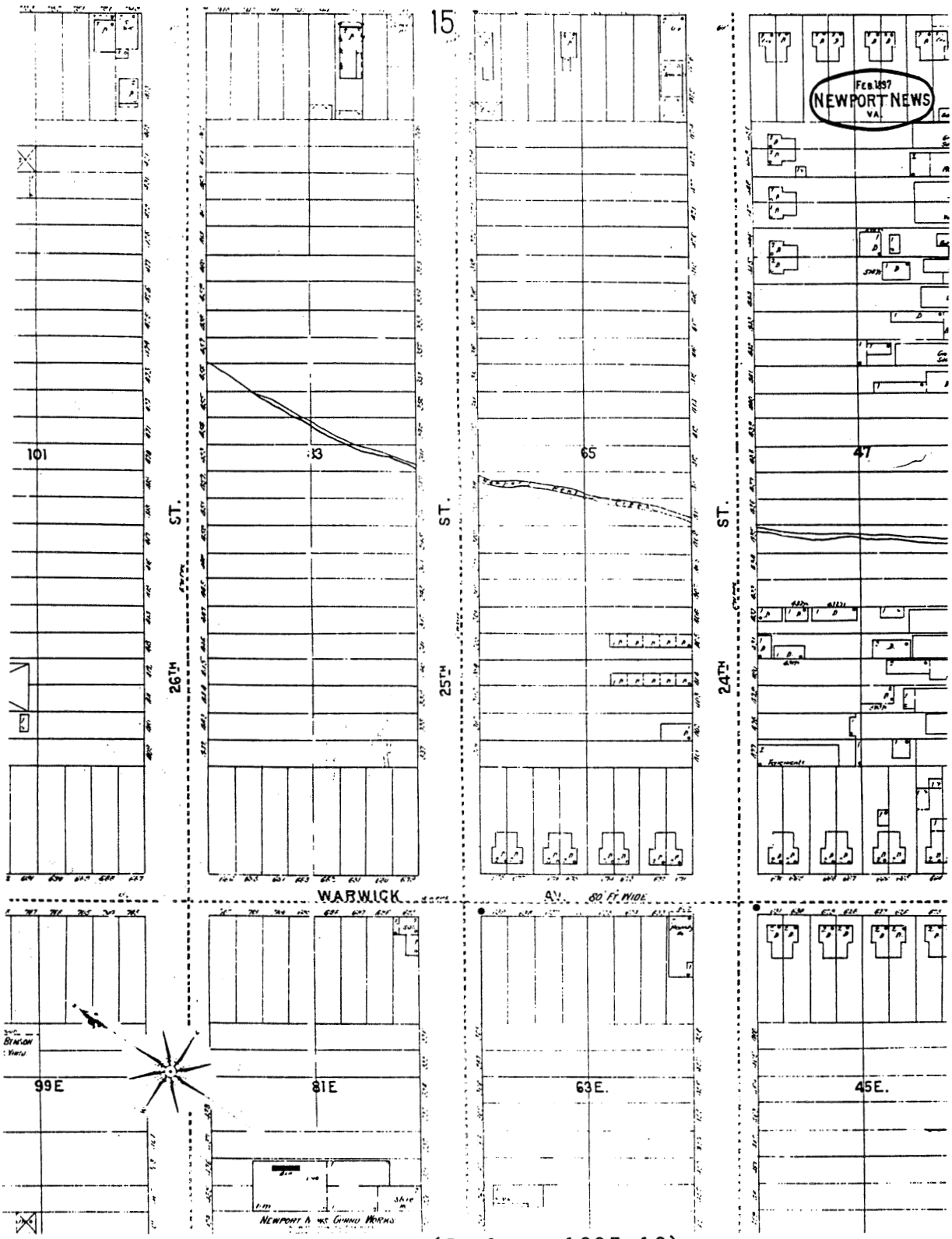


Figure 3:61 Newport News (Sanborn 1897:12).

Figure 3:62 Newport News (Sanborn 1897:13).

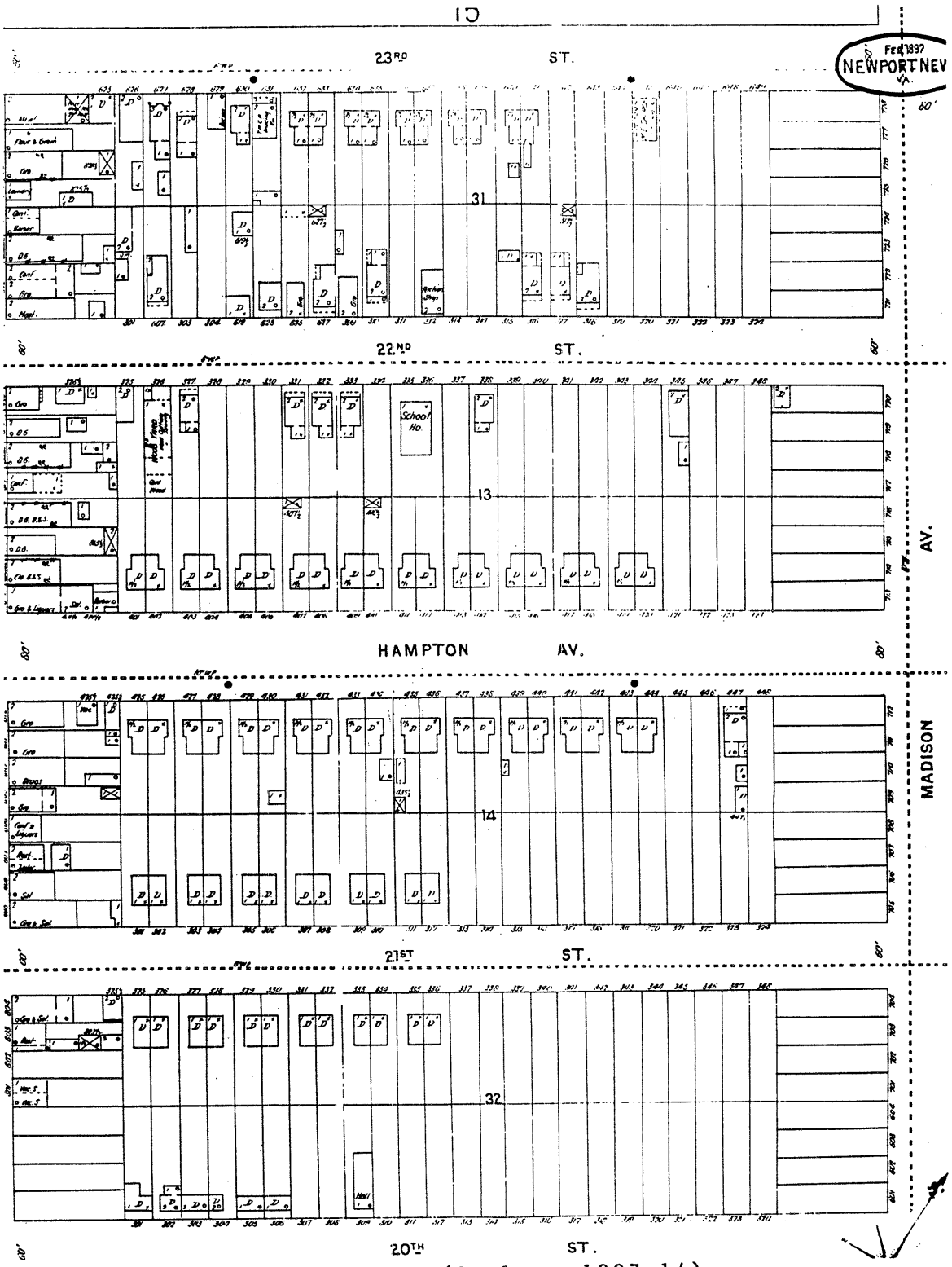


Figure 3:63 Newport News (Sanborn 1897:14).

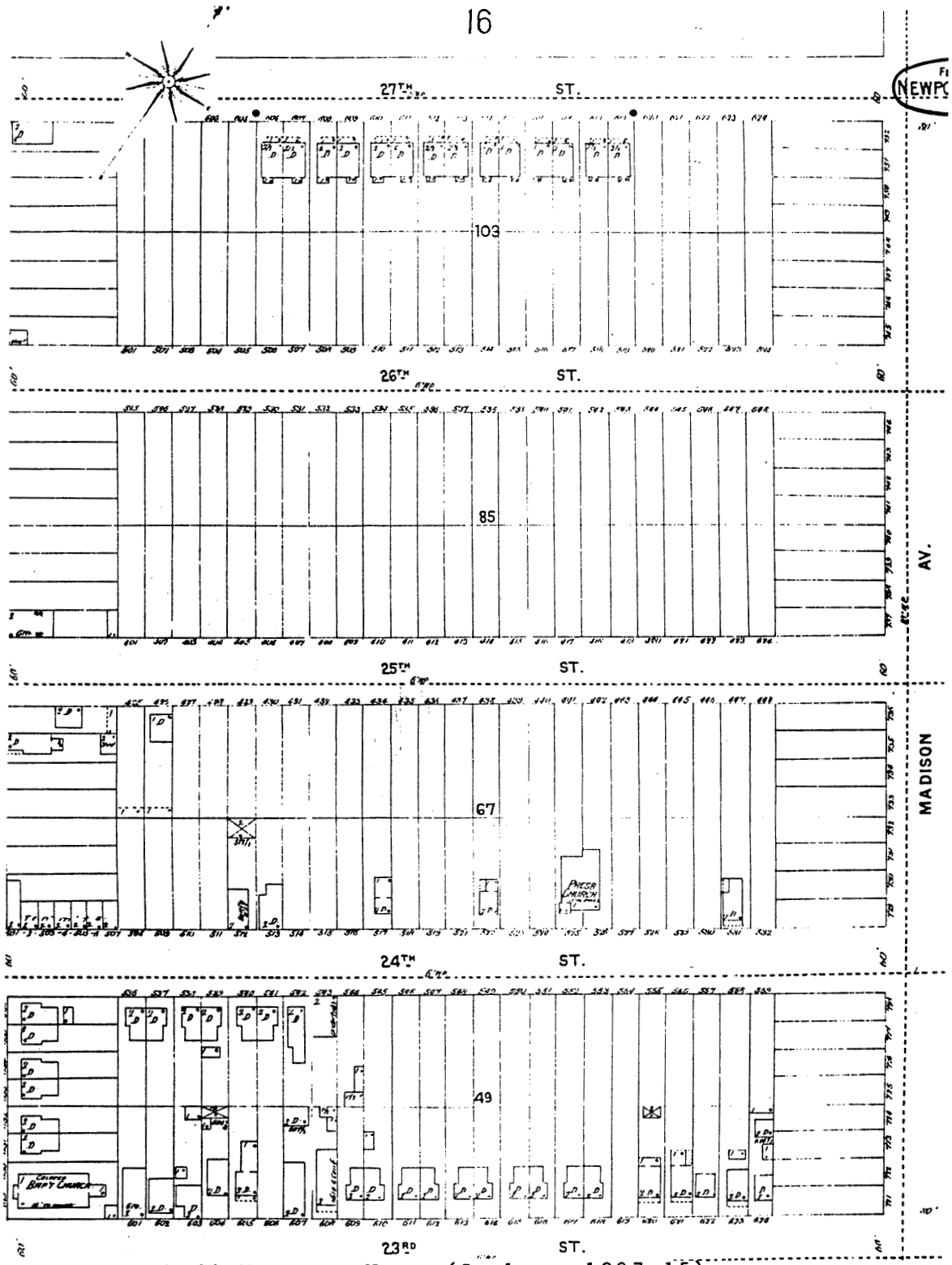


Figure 3:64 Newport News (Sanborn 1897:15).

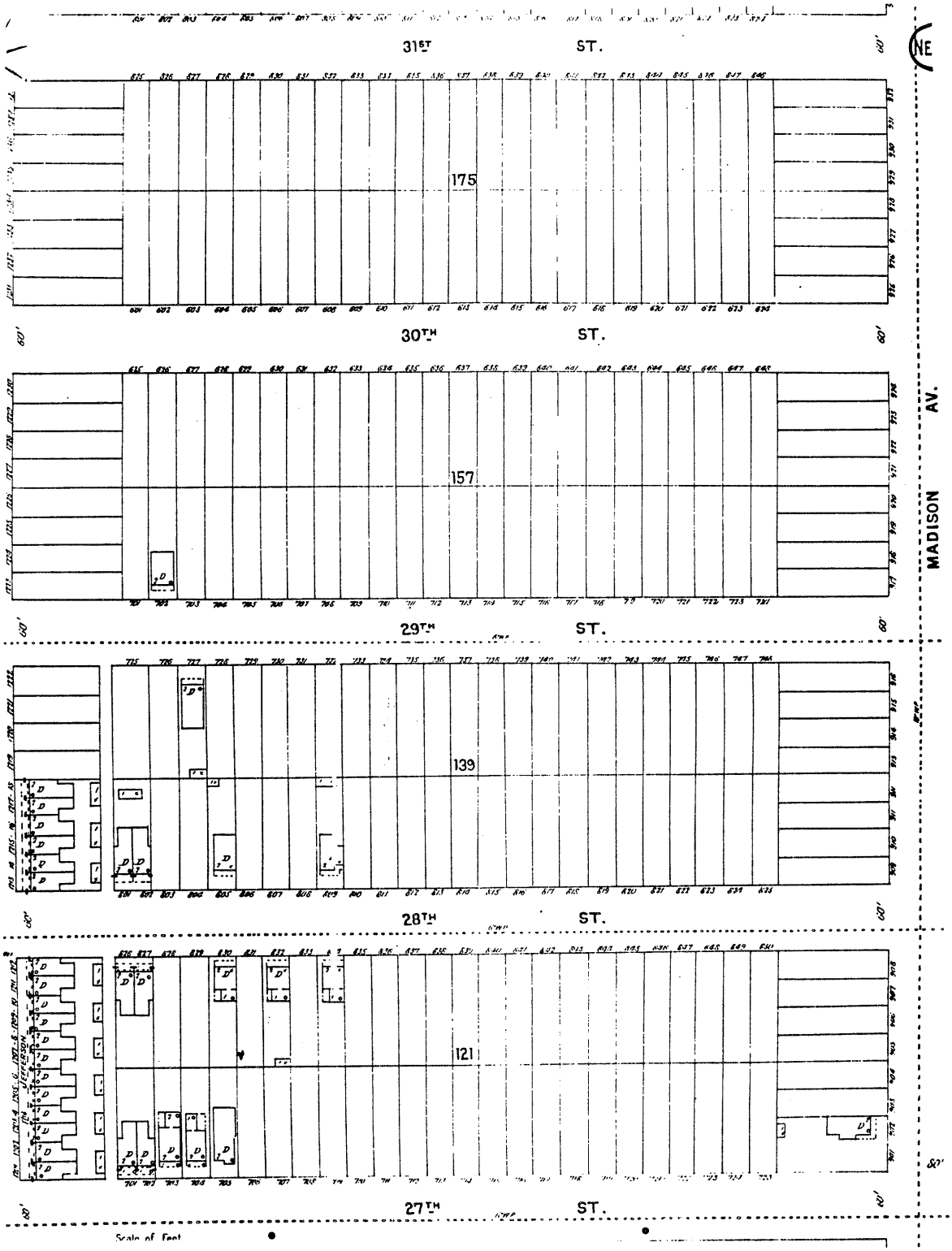


Figure 3:65 Newport News (Sanborn 1897:16).

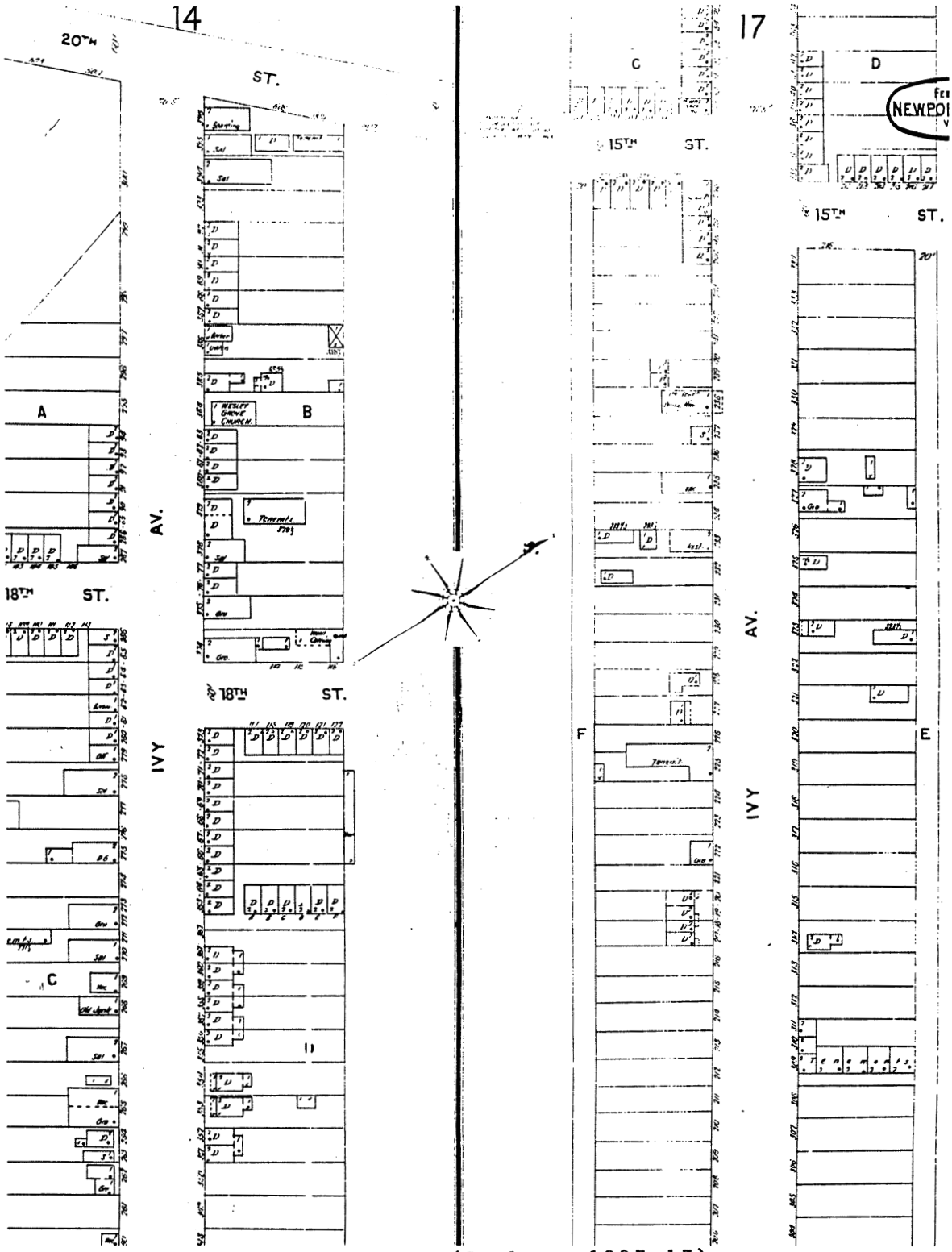


Figure 3:66 Newport News (Sanborn 1897:17).

Yoder of Wayne County, Ohio, came to the area seeking good farmland that was only a day from urban markets. They located and purchased 1,249 acres on the Warwick River, in the Denbigh area, to which they invited members of their faith. Approximately 30 original settlers comprised the Warwick River Mennonite community (Jester 1961:189; Newport News Times-Herald 1978:33).

In Spring 1898, when the Spanish American War broke out, the U. S. government temporarily took over the port facilities at Newport News and used them as a military port of embarkation. To prevent bombardment by Spanish warships, the local Huntington Rifles and other civil defenders encamped along the banks of the James River on the Casino grounds and to the north of the shipyard, between 45th and 50th Streets. Thanks to the important role the shipyard played in the defense industry, Newport News' economy was stimulated significantly (Jester 1961:189). Capitalizing upon the opportunity to sell real estate, the firm of Powell Brothers and King announced that they were going to auction off 800 lots on the same day the battleships Kentucky and Kersarge were to be sold. Most of the lots lay on the east side of Salters Creek, in Elizabeth City County (Hoen 1898; Rouse 1969:50). In 1899 a Yellow Fever epidemic occurred on the peninsula. Many local residents fled from Phoebus and Old Point Comfort, for 40 veterans at the Soldiers Home were stricken, 22 of whom died. Harper's Weekly carried a picture of Newport News' residents leaving town. Local officials barricaded the roads into Newport News and cut off trolley service to the lower peninsula. Finally, after 10 days, the epidemic subsided (Rouse 1969:52).

The 1899 Sanborn Map

Between 1897 and 1899, some of the piers along the Newport News waterfront were renovated. Pier Nos. 4, 5 and 6 were extended and extensively remodeled and Pier No. 7 (the old steamer pier) was adapted to use by the Chesapeake Bay Oyster and Fish Company. To the south, the W. T. Ferguson Company's lumber yard was taken over by the Newport News Lumber Company, which enlarged it considerably. A modest amount of new construction was in evidence along the north side of what in 1899 was identified as 18th Street, the same road that in 1897 had been known as B or 17th Street. It was on 18th Street, in the vicinity of Beach (River) Road that the infamous Hell's Half Acre (a focal point of local lawlessness) was located (Jester 1961:189). A sizeable number of new dwellings stood near the east end of 18th Street and West Avenue had been extended southward, penetrating the block bordered by A and 18th Streets. Pier No. 8, which was newly constructed, consisted of an open dock that was serviced by a grain belt that was connected to a new grain elevator. At the end of 26th Street, overlooking the river, was Warwick Park's casino, which in 1899 had a bowling alley, billiard parlor, bath house and cafe (Sanborn 1899) (Figures 3:67 through 3:69).

Many changes occurred in the blocks between 23rd and 25th Streets and Lafayette and Washington Avenues. Along the north side of 25th Street, certain dwellings that had been in existence

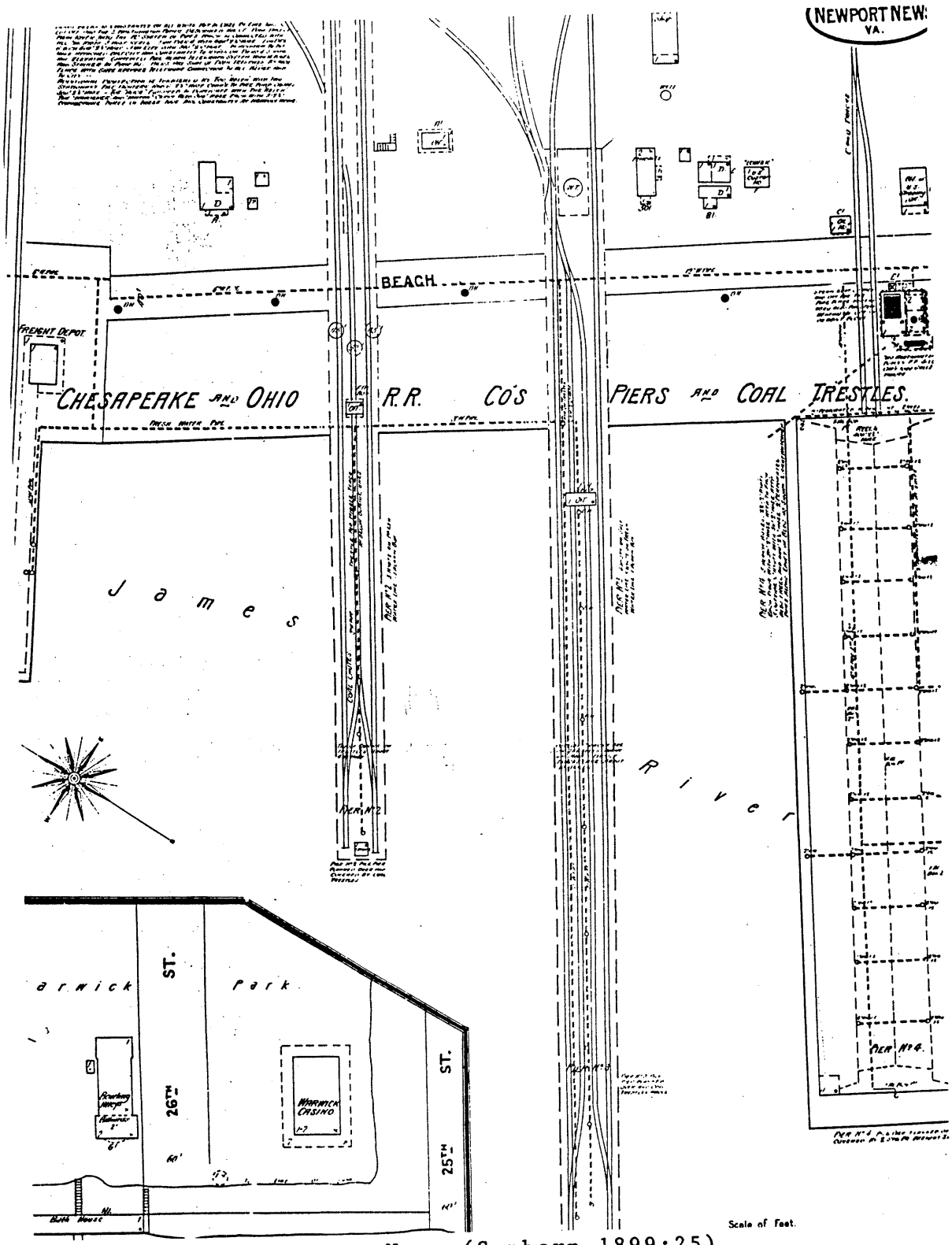


Figure 3:67 Newport News (Sanborn 1899:25).

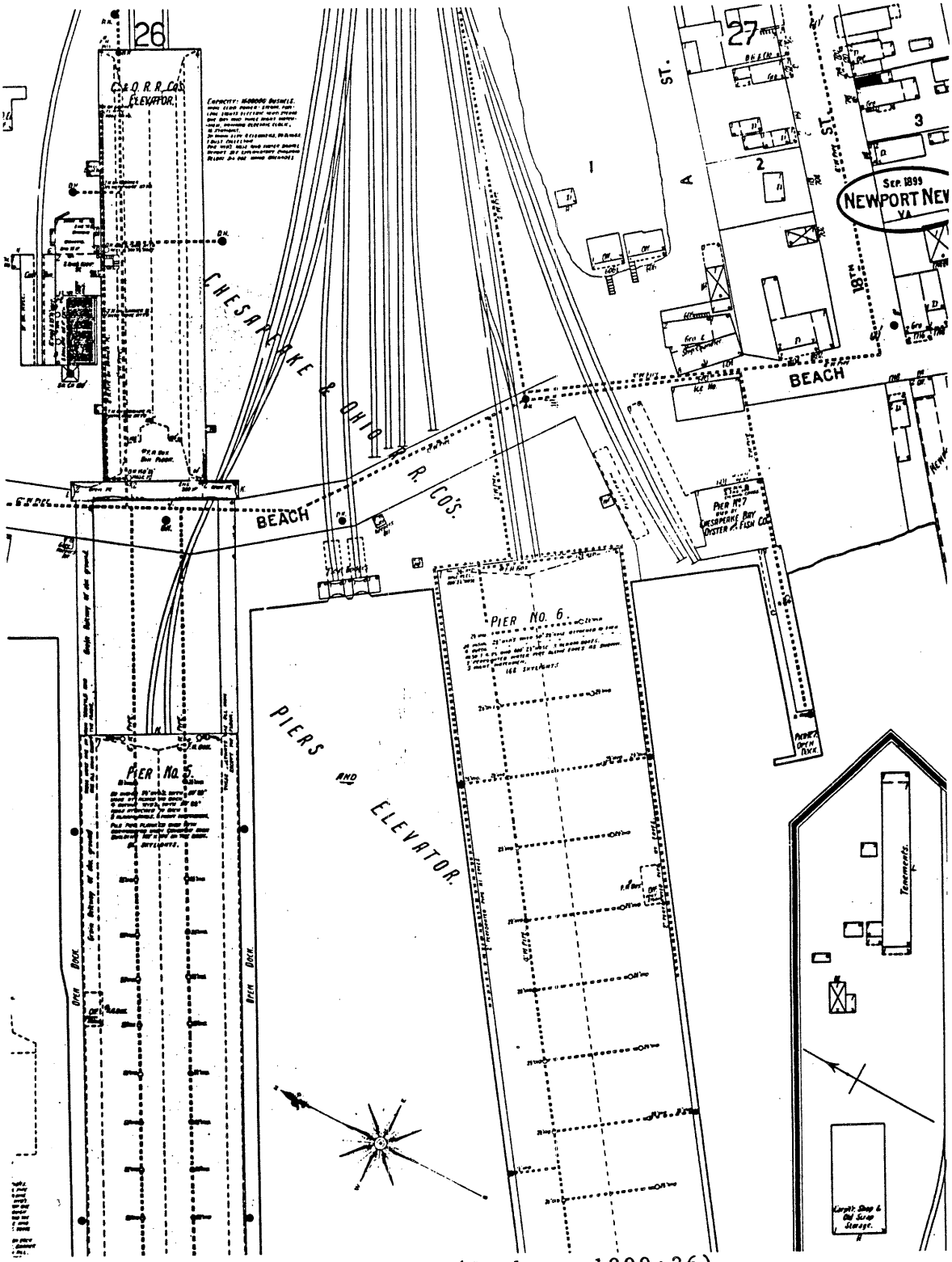


Figure 3:68 Newport News (Sanborn 1899:26).

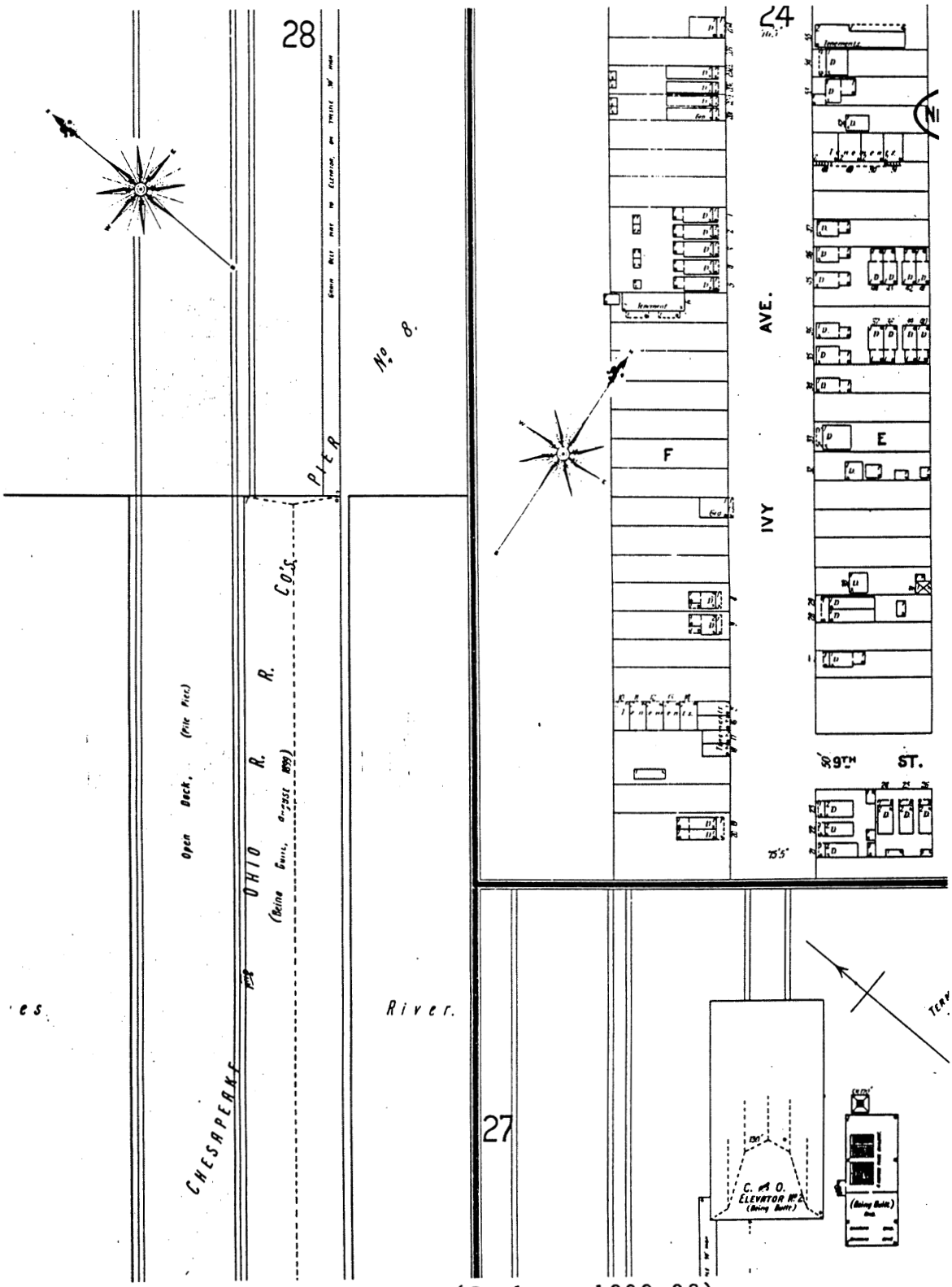


Figure 3:69 Newport News (Sanborn 1899:28).

in 1897 by 1899 had been razed and replaced by business establishments. A new county/city jail had been built behind the county courthouse-city hall on a formerly vacant lot. Several new residences stood along the south side of 26th Street. Some of the business establishments along Washington Avenue had changed hands and the town's post office was shifted to the south of its former location. By 1899 the Hotel Brunswick had been built on Washington Avenue at 25th Street. On the northeast corner of Washington and 24th was a large structure that was shared by an unlikely trio: a saloon, a wholesale liquor store and the Salvation Army. The town's unofficial Red Light district reportedly was on 24th Street, between the downtown and Warwick Avenue (Rouse 1986:122). At the corner of West Avenue and 23rd Street were the Custom House and a cigar-and-book store. To the east and along the north side of 23rd were seven saloons; Baron's Hotel, Theater and Beer Garden; and the Liverpool Variety Theater and Saloon. A second hand furniture store, the Armour cold storage and meat packing facility, and a livery stable were nearby. Proceeding north on Washington Avenue, a variety of commercial establishments lined both sides of the street. Residential development abutted the business district to the east and west of Washington Street, particularly above 29th Street, and a considerable number of new homes had been built throughout the area. By 1899 commercial development extended above 32nd Street on Washington Avenue and the Newport News High School had been built on the block bound by 31st and 32nd Streets and Lafayette and Washington Avenues.[28] A newly built opera house (the Academy of Music) stood on the northeast corner of 33rd Street, just east of St. Vincent's Catholic Church. On the north side of 34th Street, a short distance from St. Vincent's, was St. Paul's Episcopal Church, which had been built on formerly vacant lots. Between 1897 and 1899 housing density increased markedly in the neighborhoods near those churches (Sanborn 1899) (Figures 3:70 through 3:73).

To the east of Lafayette Avenue but west of the C & O main line residential development was light. The property that between 1893 and 1897 was the site of the Warwick Ironworks in 1899 was occupied by the Benson and Phillips Company's plant. Nearby, the Crystal Ice and Refrigeration Company's buildings had been adapted to use by the Peninsula Electric Light and Power Company's Ice Plant. To the north of the ice plant was the Pabst Brewing Company's beer bottling plant. Some of the lots in the residential neighborhood between 24th and 25th Streets contained new houses. On the east side of Virginia Avenue, between 26th and

---

[28]This school, which generally was known as the Newport News Central School and served both elementary and high school children, in 1910 was renamed in honor of John W. Daniel, a Confederate hero. Although the school burned in 1913, it was rebuilt and used to house elementary grades and the city's school administration. Between 1961 and 1964 the John W. Daniel School served as the first home of Christopher Newport College; the structure was razed in 1973 (Brown 1979:48).

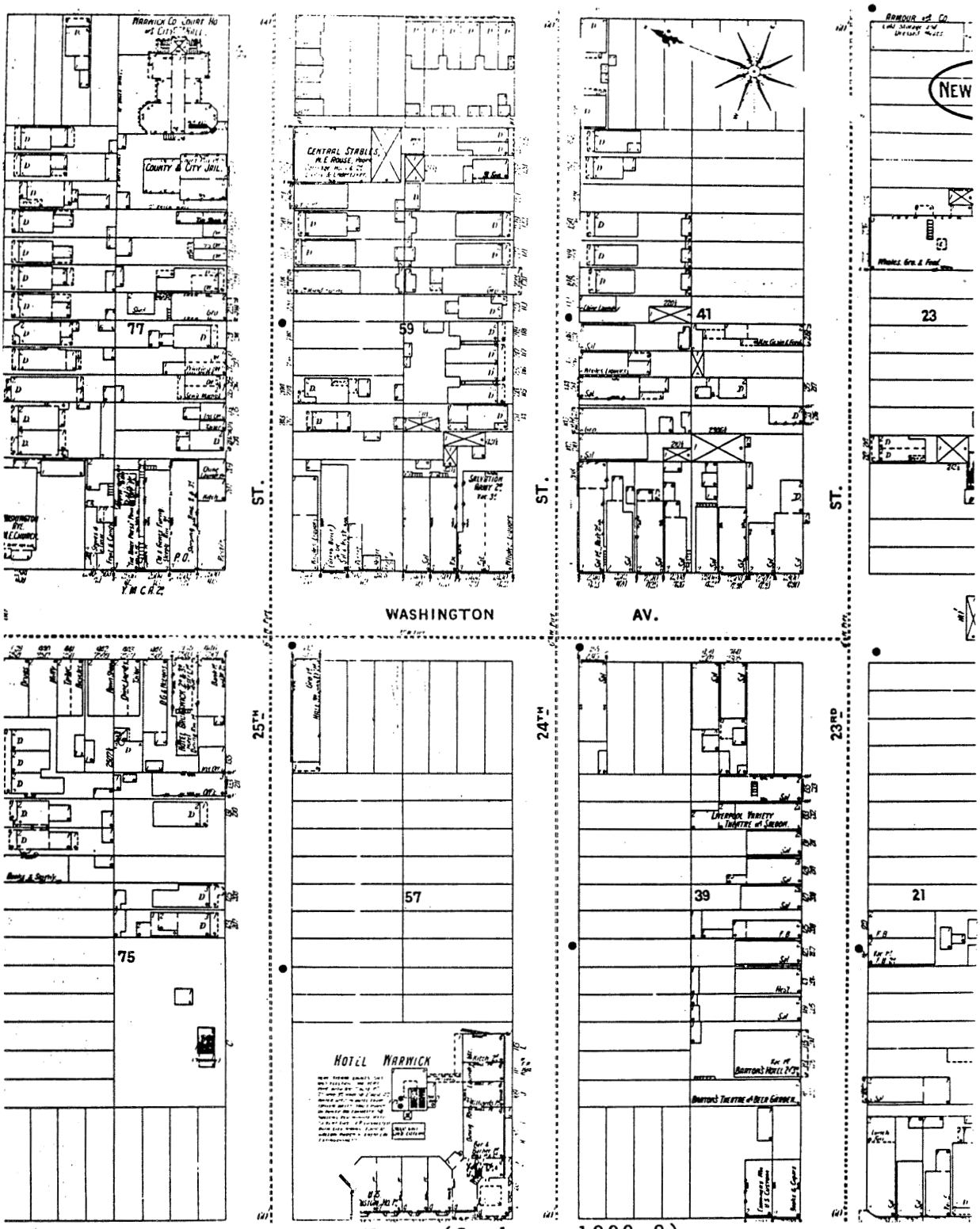


Figure 3:70 Newport News (Sanborn 1899:8).

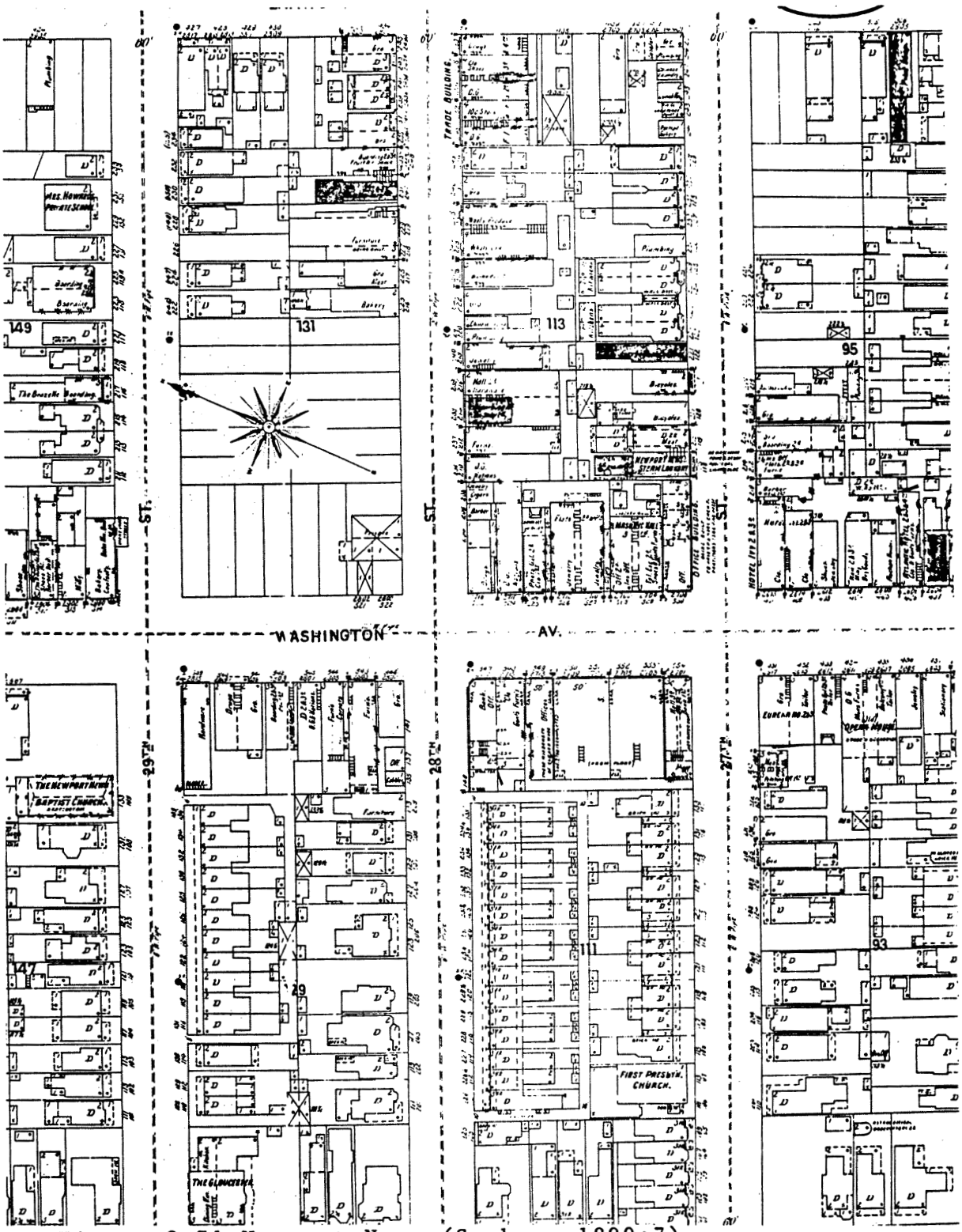


Figure 3:71 Newport News (Sanborn 1899:7).

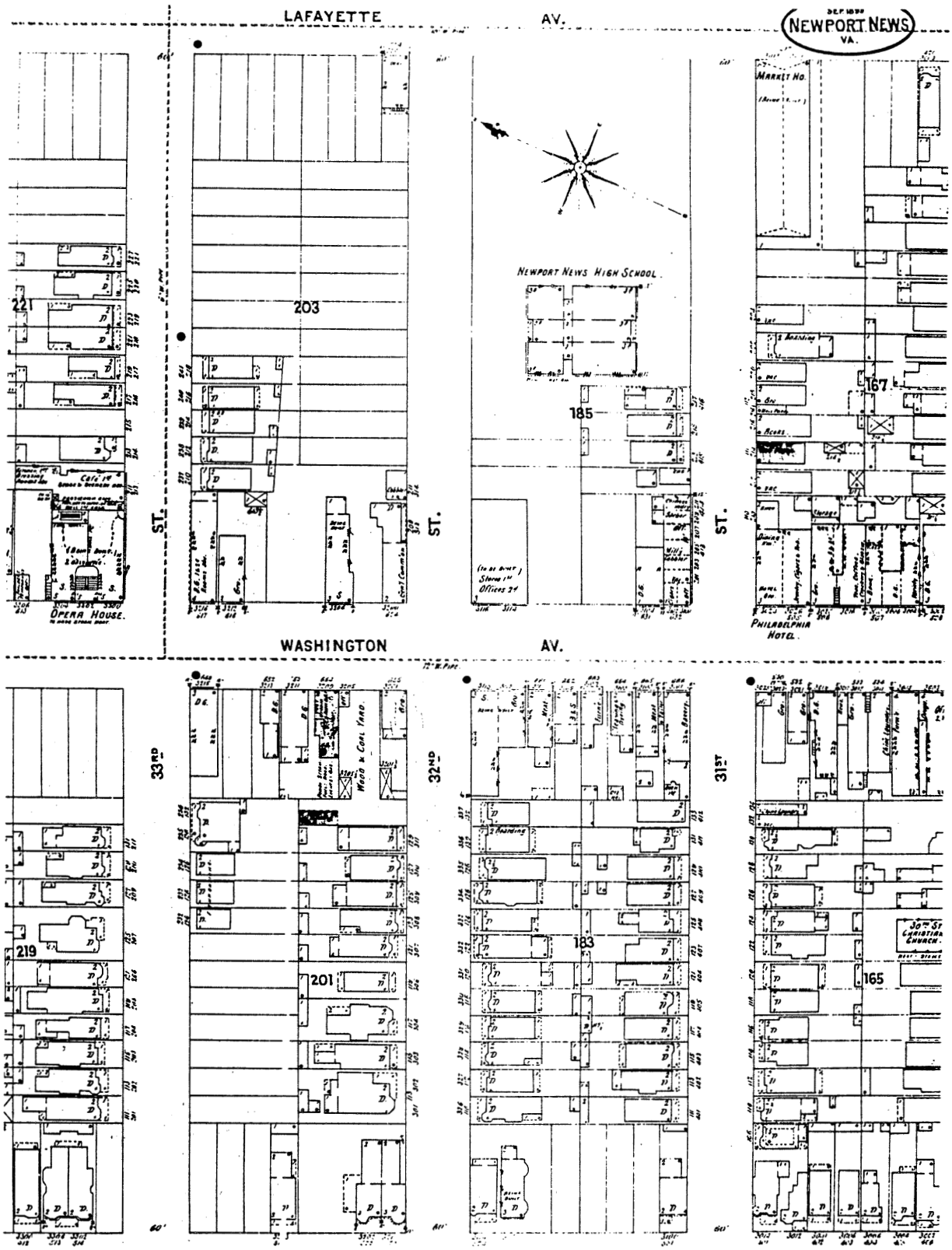


Figure 3:72 Newport News (Sanborn 1899:6).

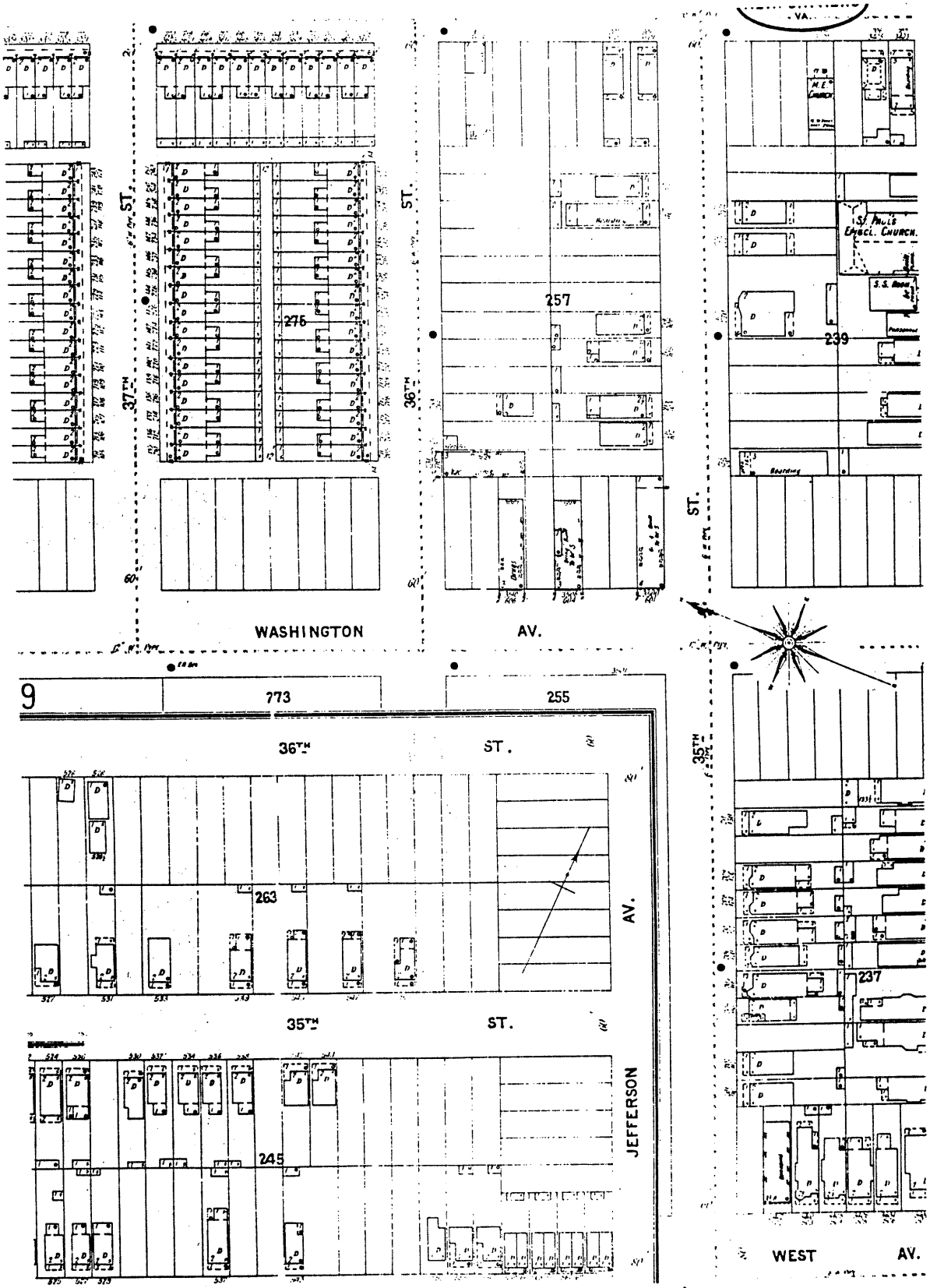


Figure 3:73 Newport News (Sanborn 1899:5).

28th Streets, the facilities of the Jones Lumber and Manufacturing Company had undergone modification. Between 1897 and 1899 the Booker Porch Company had taken over the block formerly occupied by the Newport News Milling Company and the formerly vacant blocks between 30th and 33rd Streets contained R. E. Richardson's Lumber Yard and a few scattered dwellings. Several new houses had been constructed in the area close to the knitting mills, which by 1899 had changed hands. A firehouse and headquarters building was constructed on a lot abutting Lafayette Avenue, near the corner of 28th Street. The Sanborn Insurance Company's 1899 map of Newport News reveals that the Newport News Distilled Ice Company's plant abutted the tracks of the C & O (Sanborn 1899) (Figures 3:74 through 3:77).

In 1899 the facilities of the Newport News Ship Building and Dry Dock Company were mapped in considerably more detail than they had been previously; it appears that much new construction occurred on the shipyard's property between 1897 and 1899. By 1899, the H. N. Cashey Foundry at the corner of Lafayette and 40th Street had been taken over by the Newport News Iron and Brass Works. Although the blocks hemmed in by 39th and 41st Streets were vacant, some residential development lined both sides of 42nd Street and extended northward to 50th Street. More development had occurred to the west of Lafayette Avenue than to the east. Scattered throughout these neighborhoods were small businesses, such as groceries, barber shops, and laundries. A new Methodist-Episcopal church had been built on the north side of 45th Street (Sanborn 1899) (Figures 3:78 through 3:83).

Between 1897 and 1899 a considerable amount of new development occurred on the east side of the C & O main line. To the north of 25th Street and west of Warwick, industrial facilities were built close to the railroad tracks and several previously-existing buildings were renovated and adapted to alternative uses. The Robert Porter Brewing Company constructed its facilities near the C & O and the Milwaukee Hotel was built on the northwest corner of 24th Street and Warwick Avenue. Residential and commercial development had intensified along both sides of Warwick Avenue and some of the lots that in 1897 were occupied by modest-sized houses, by 1899 also contained tenements and rows of tiny dwellings. These new housing units most likely were constructed in an attempt to capitalize upon the housing shortage that occurred during the 1890s, when Newport News was a boom town to which job-seekers came in droves. Between Warwick and Jefferson Avenues, a significant number of new residences had been constructed since 1897; even so, development was sparse. Two blocks on the west side of Jefferson Avenue, between 34th and 36th Streets, were mapped by the Sanborn Insurance Company's agents though contiguous neighborhoods (if extant) were not (Sanborn 1899) (Figures 3:84 through 3:86).

To the east of Jefferson Avenue and south of 24th Street, residential growth had intensified. Many of these new housing units were duplexes. Between 1897 and 1899, three new churches

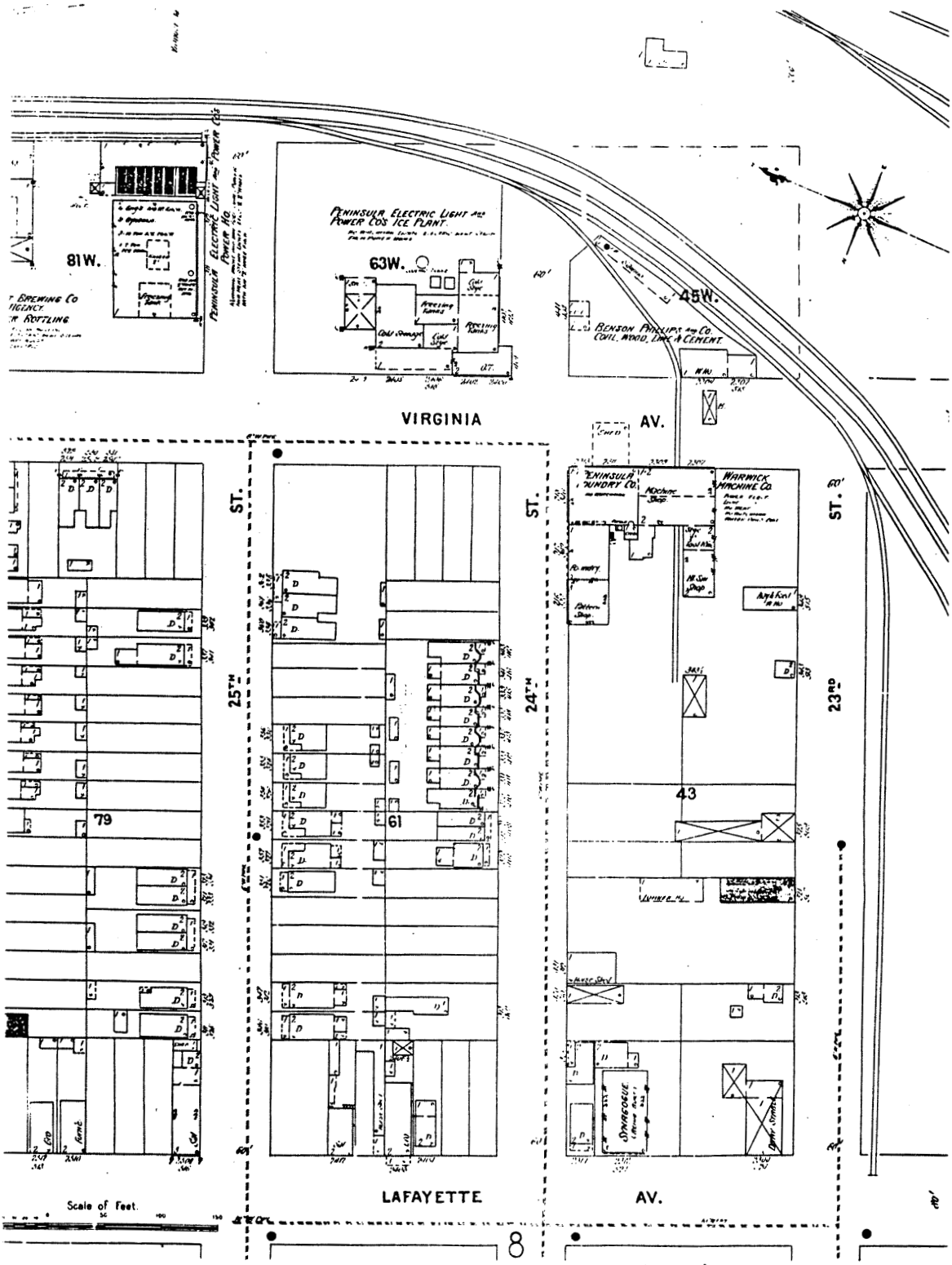


Figure 3:74 Newport News (Sanborn 1899:12).

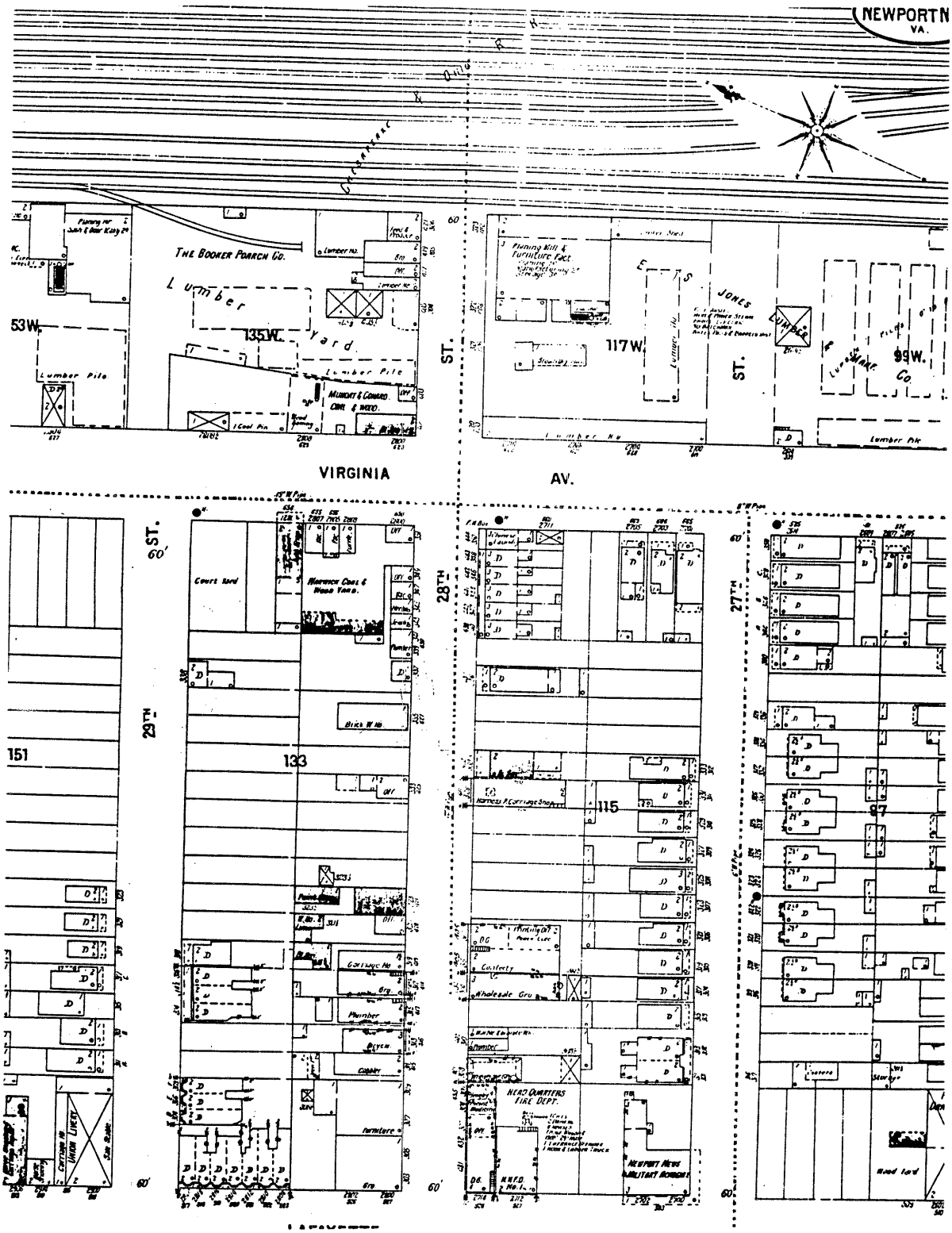


Figure 3:75 Newport News (Sanborn 1899:11).

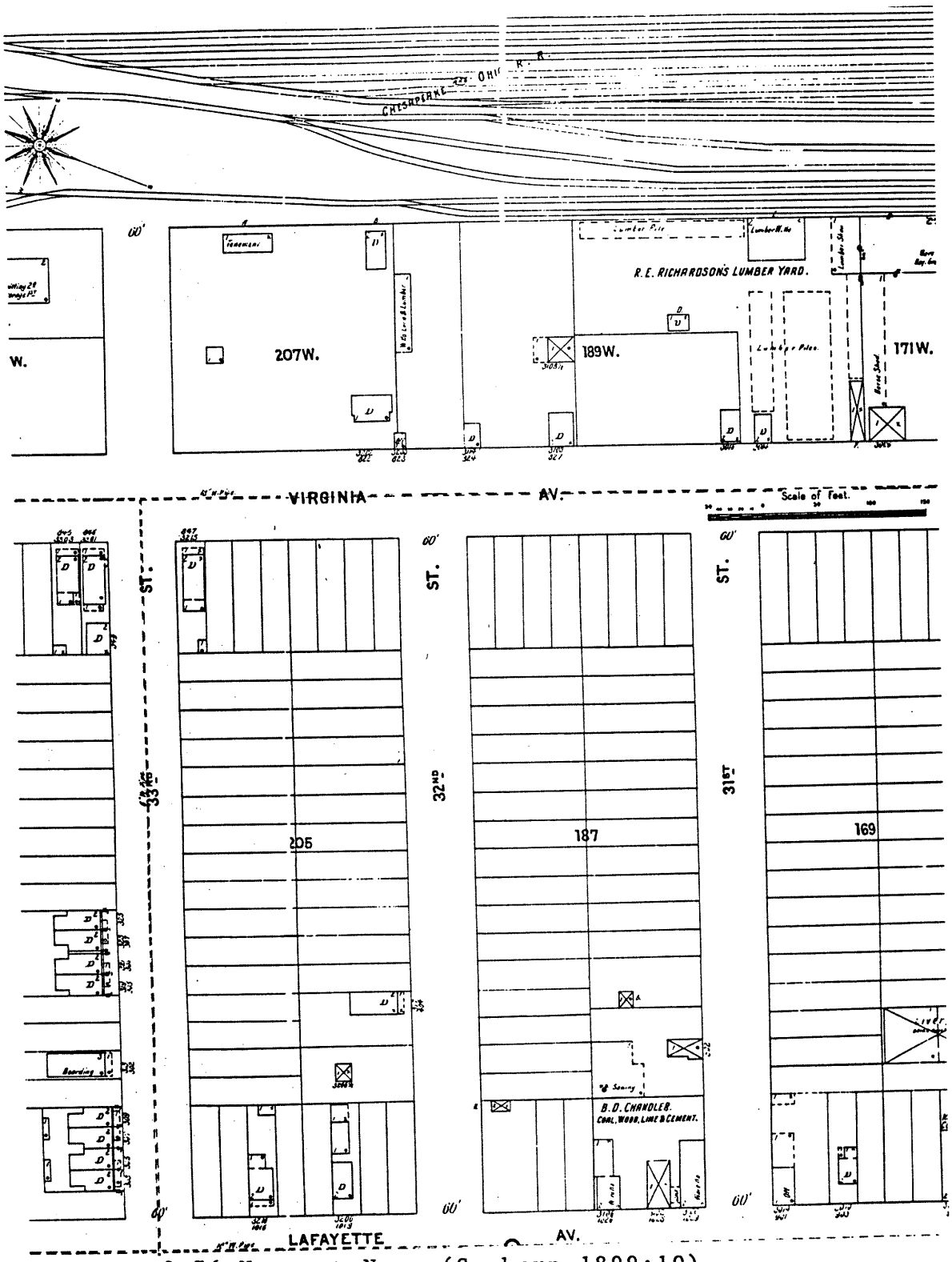


Figure 3:76 Newport News (Sanborn 1899:10).

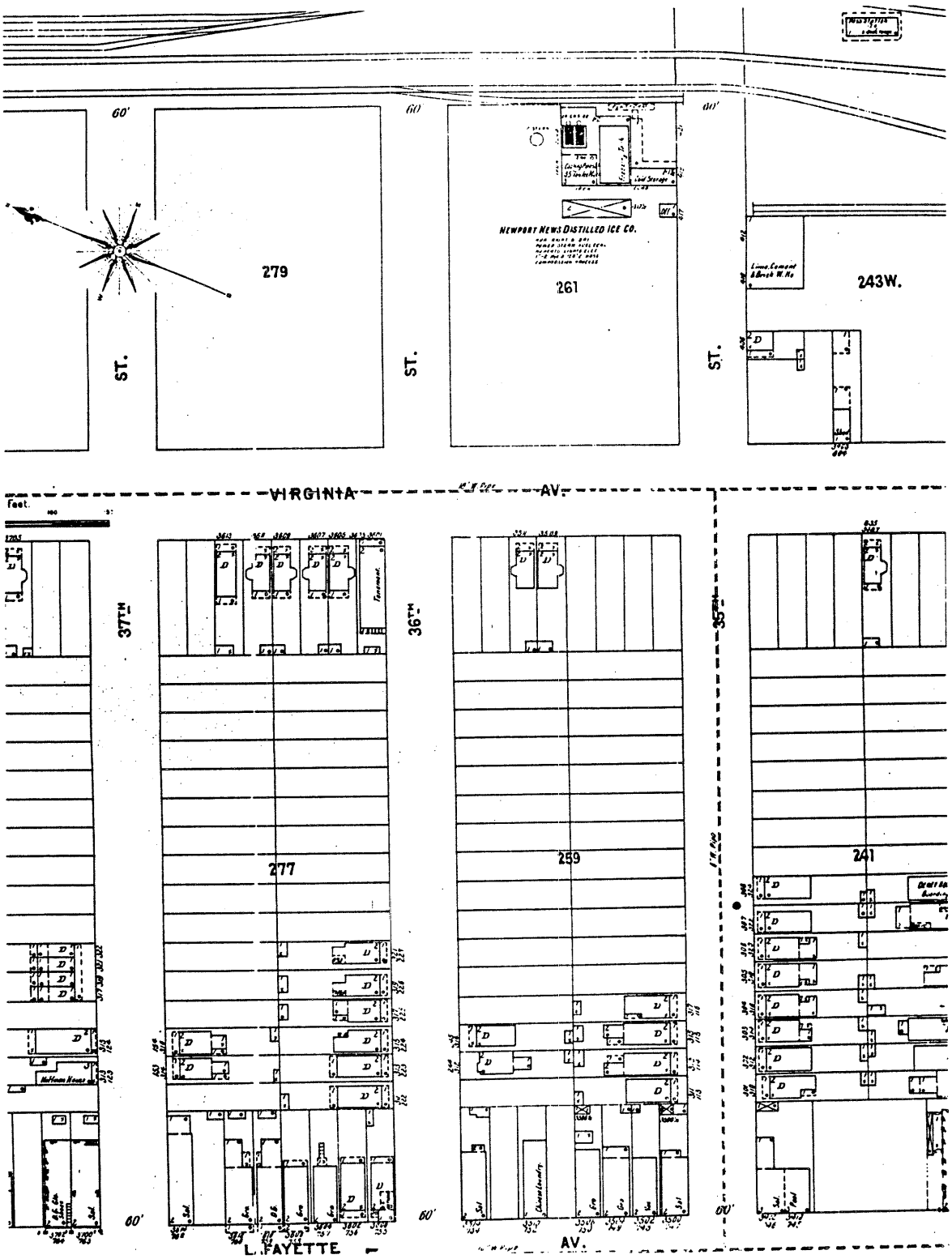


Figure 3:77 Newport News (Sanborn 1899:9).

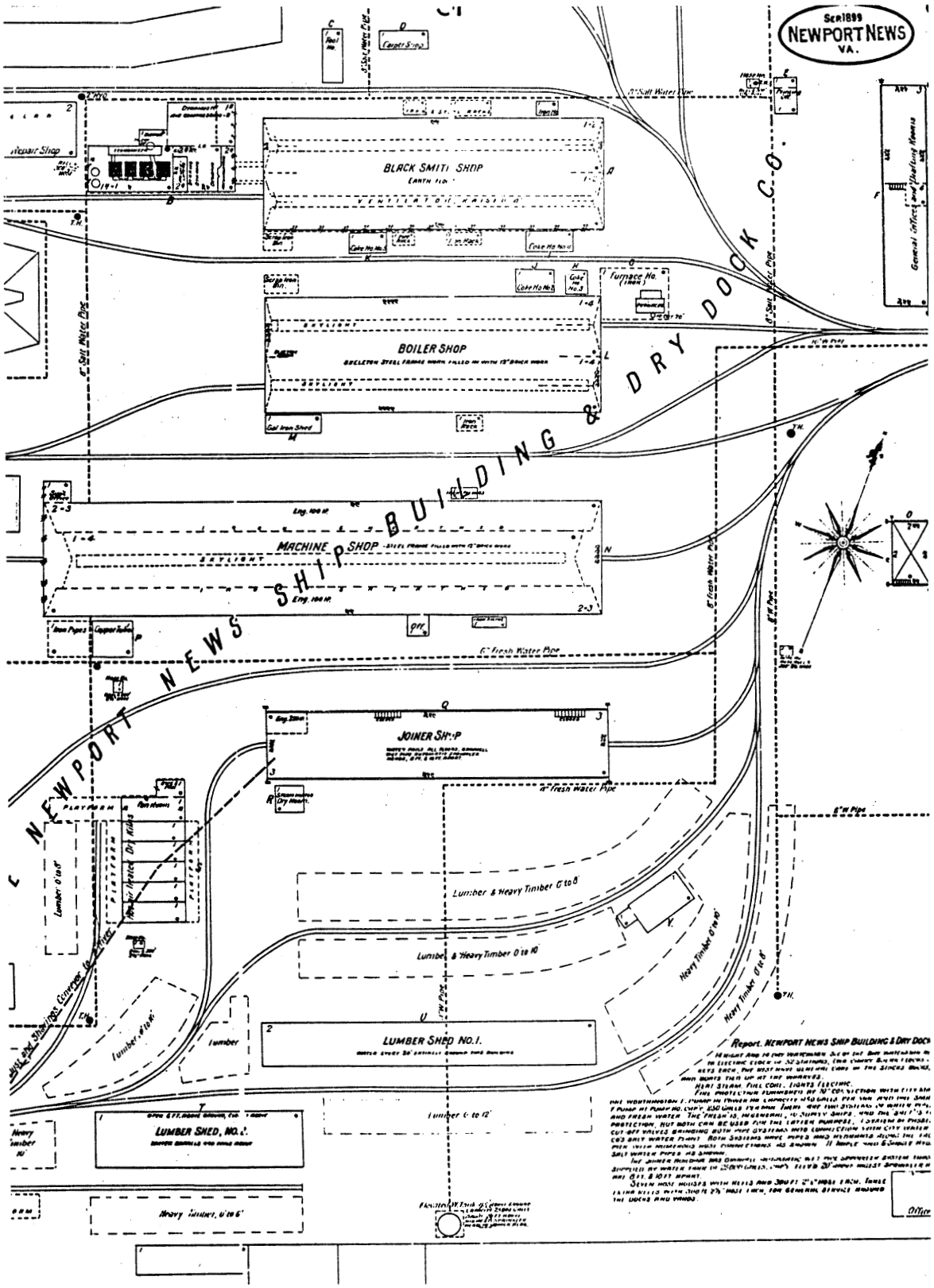


Figure 3:78 Newport News (Sanborn 1899:29).

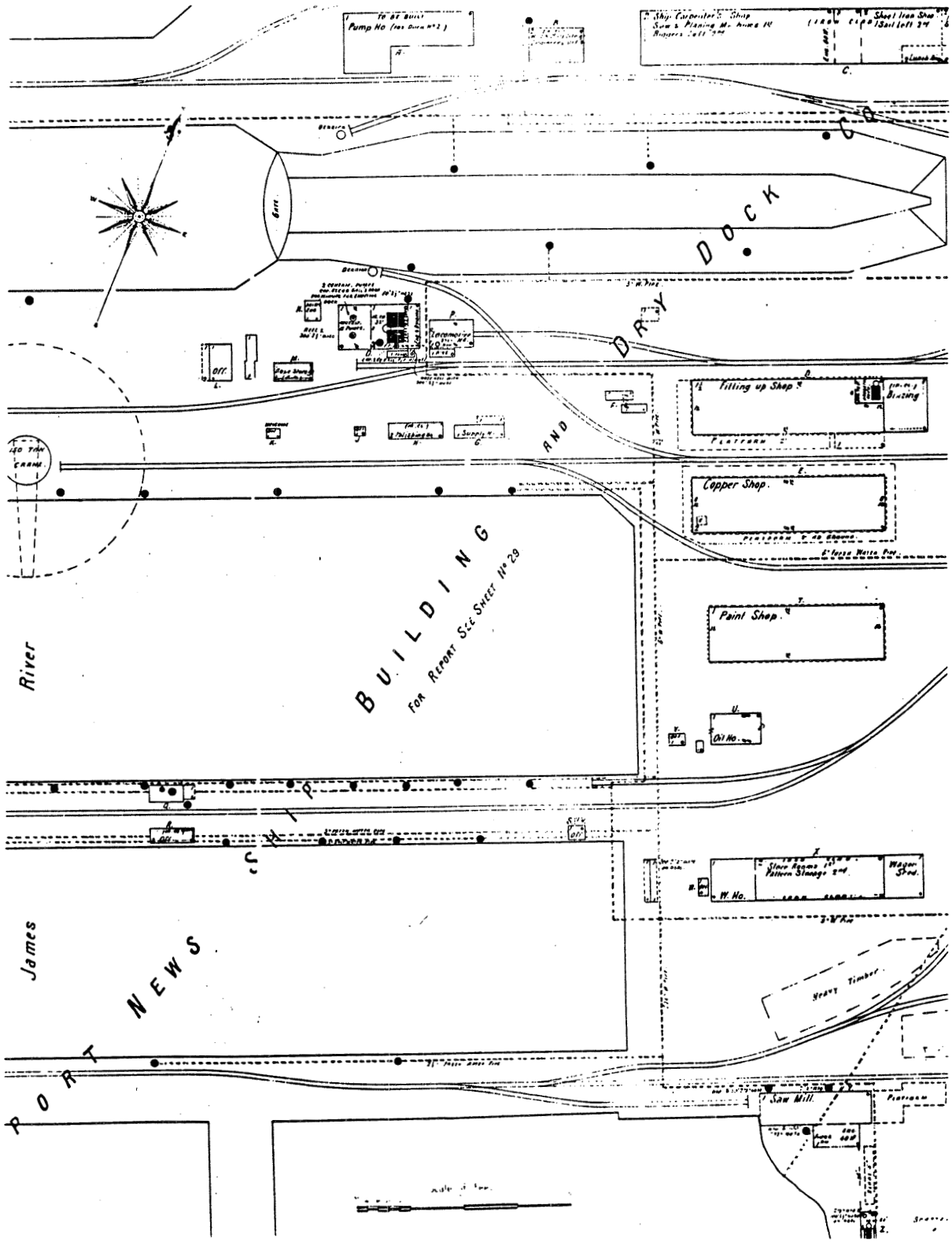


Figure 3:79 Newport News (Sanborn 1899:30).

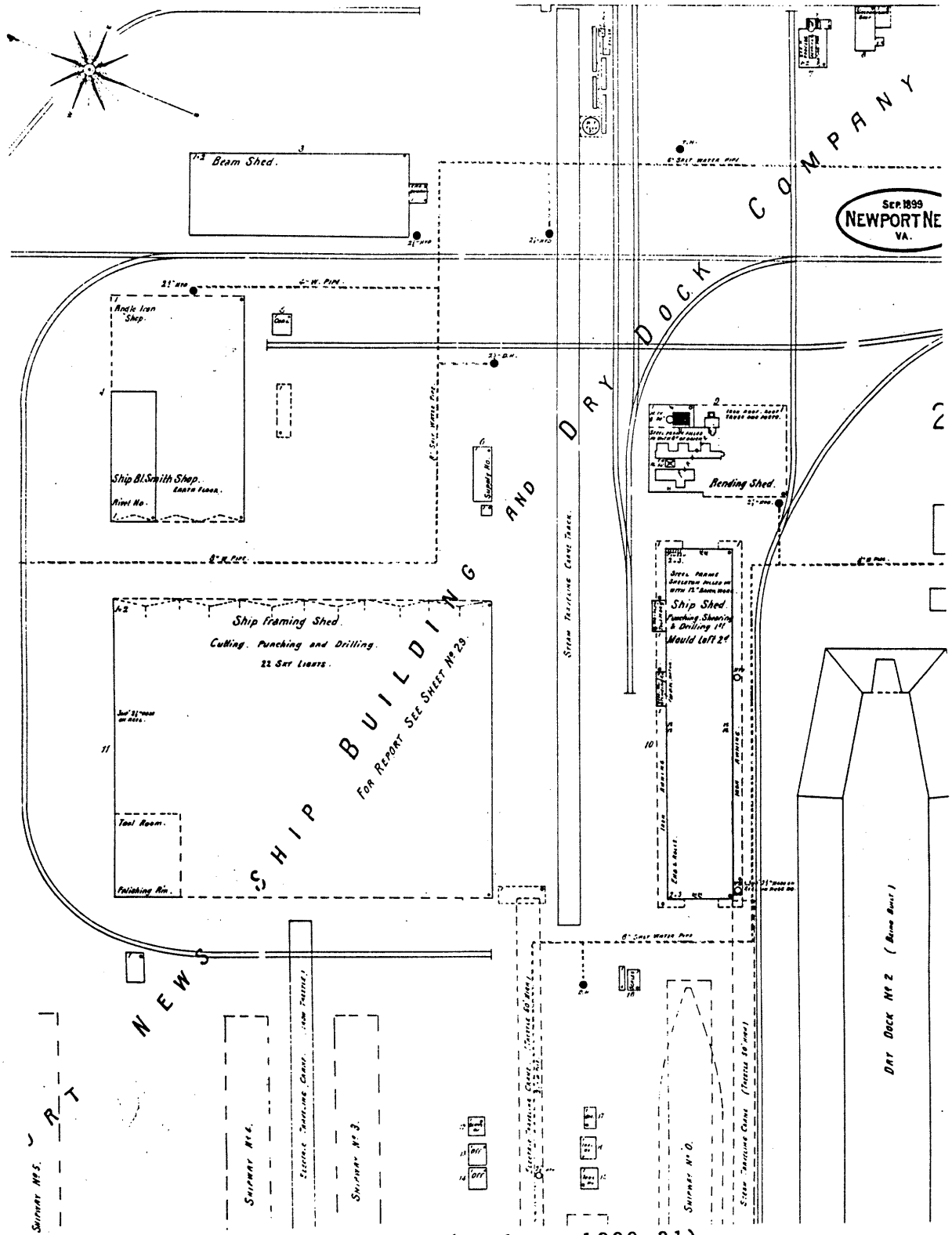


Figure 3:80 Newport News (Sanborn 1899:31).

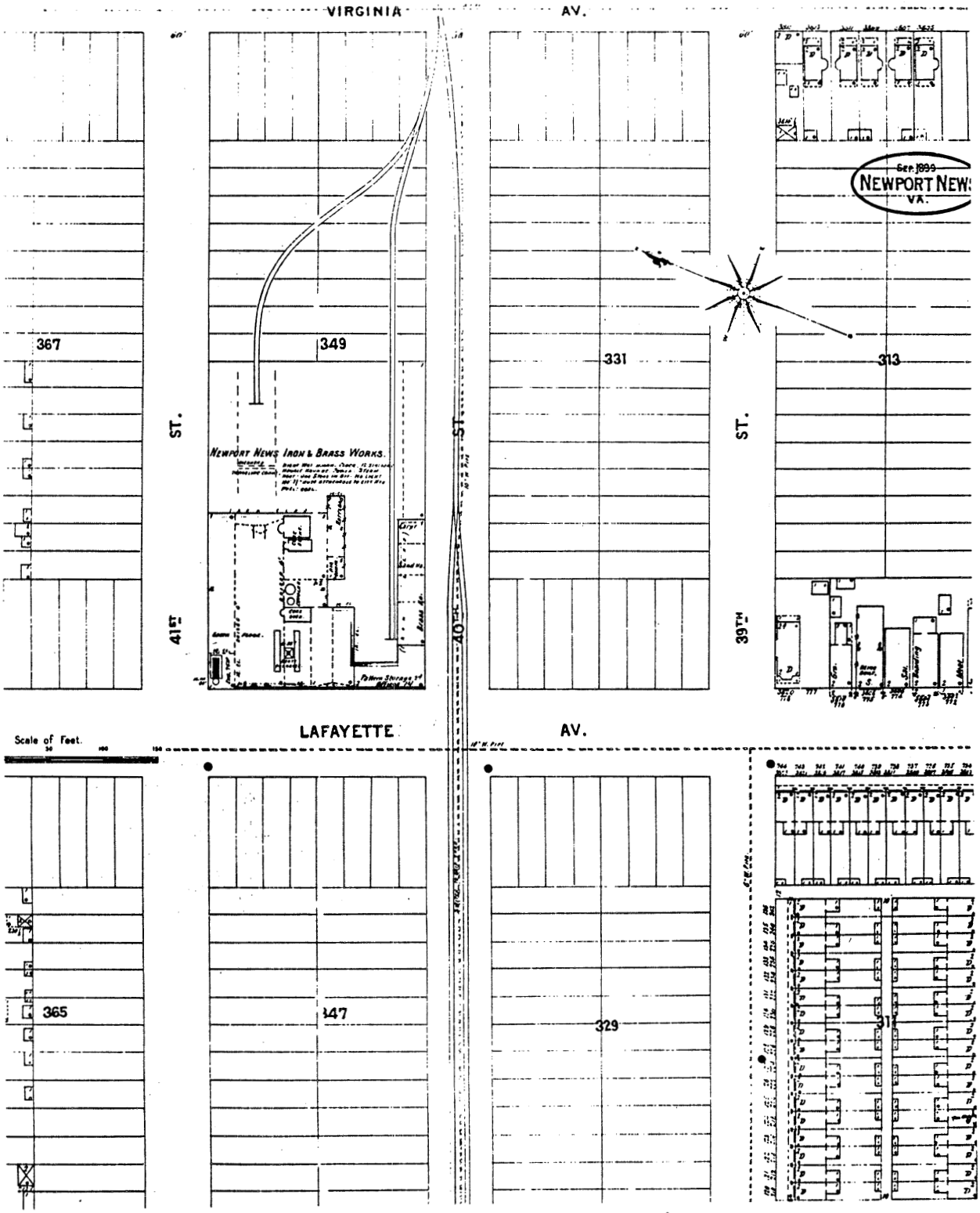


Figure 3:81 Newport News (Sanborn 1899:4).

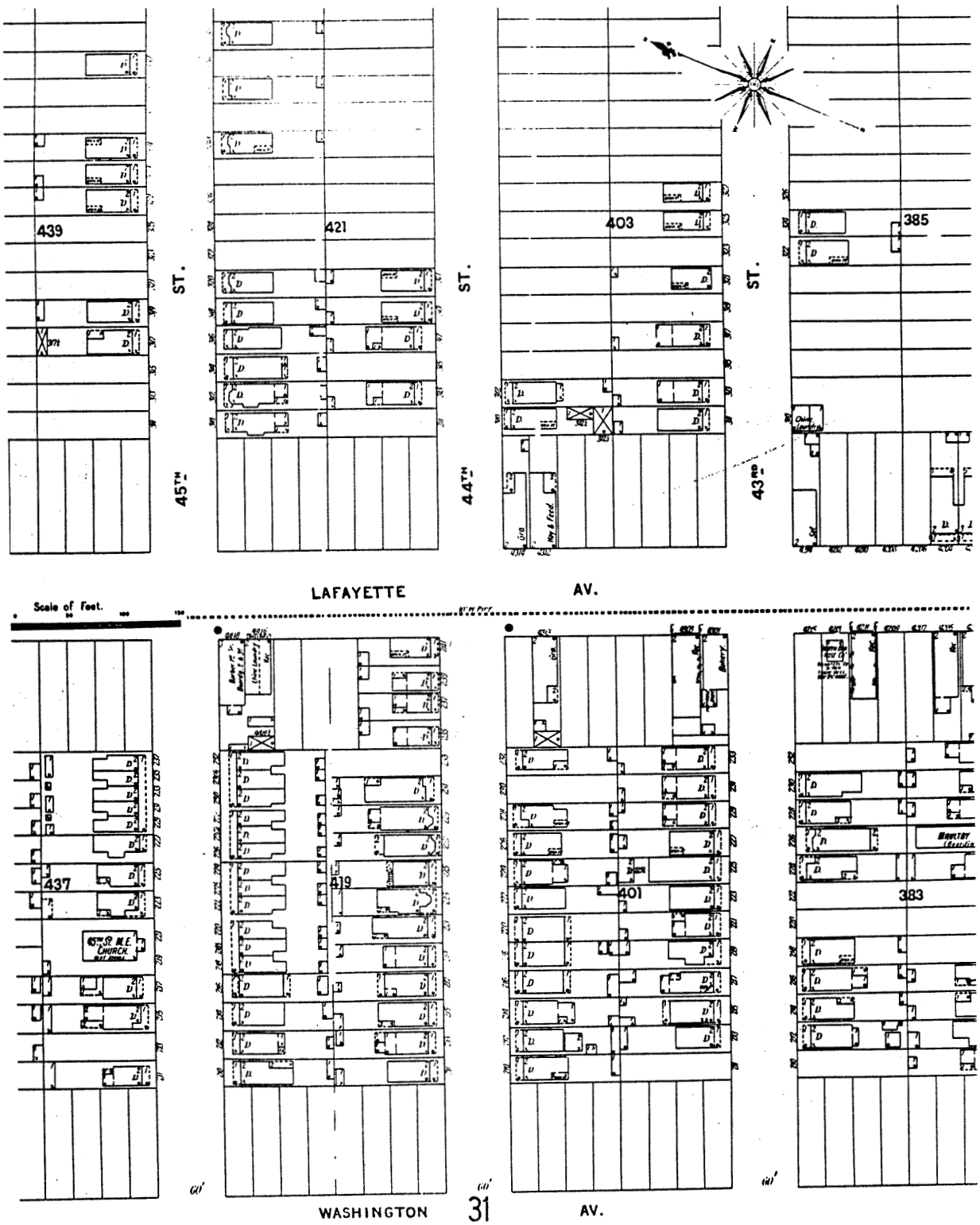


Figure 3:82 Newport News (Sanborn 1899:3).

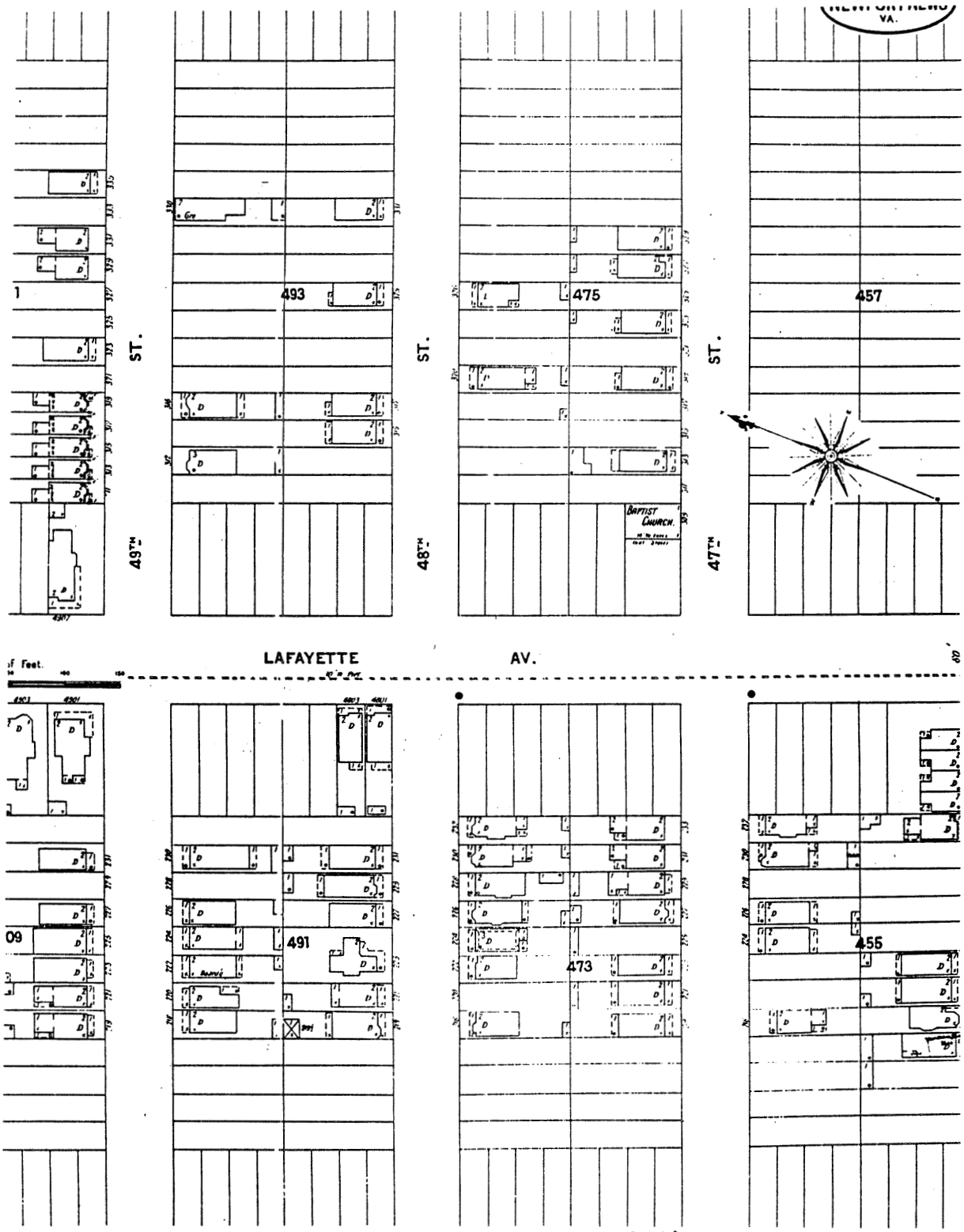


Figure 3:83 Newport News (Sanborn 1899:2).

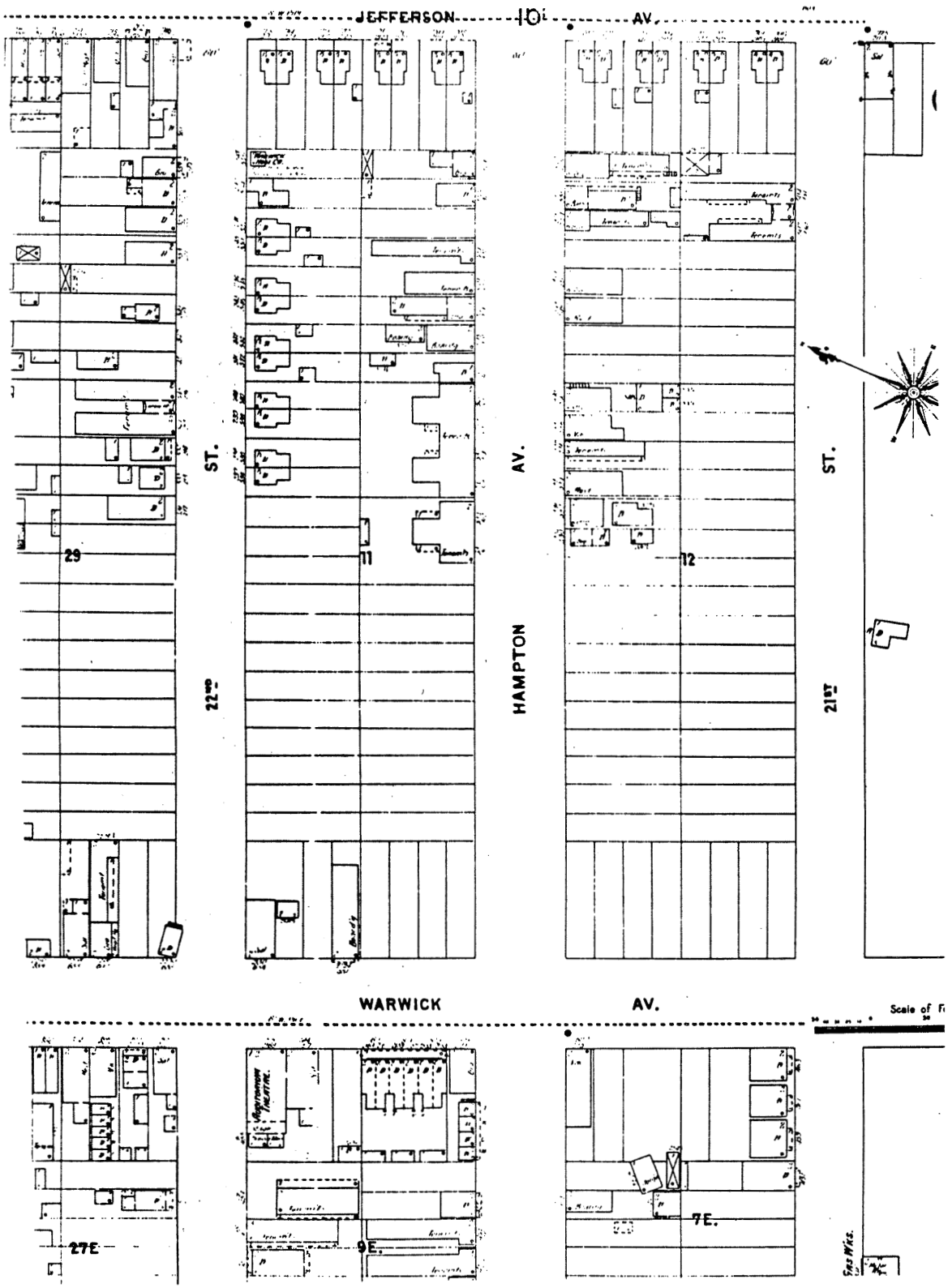


Figure 3:84 Newport News (Sanborn 1899:15).

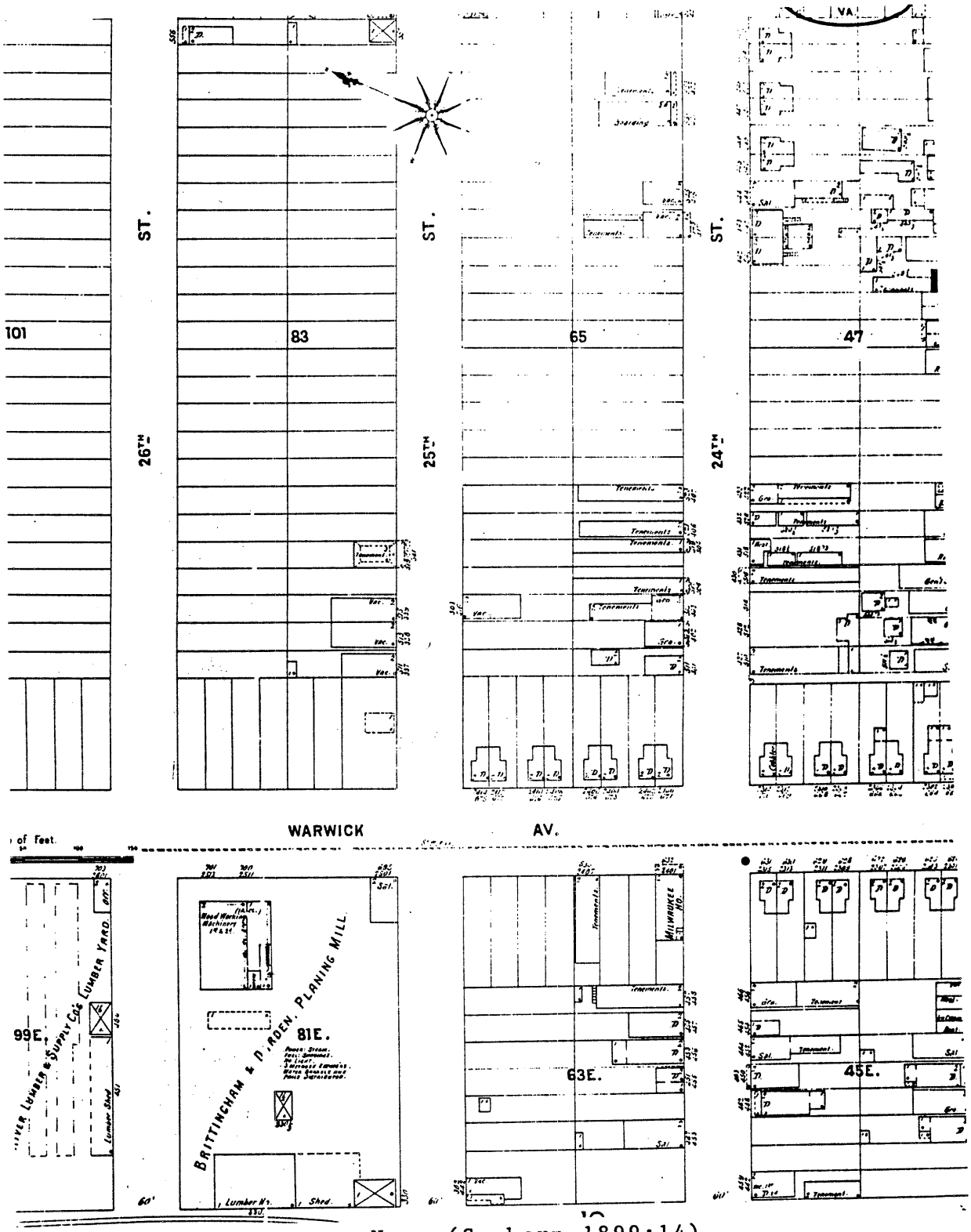


Figure 3:85 Newport News (Sanborn 1899:14).

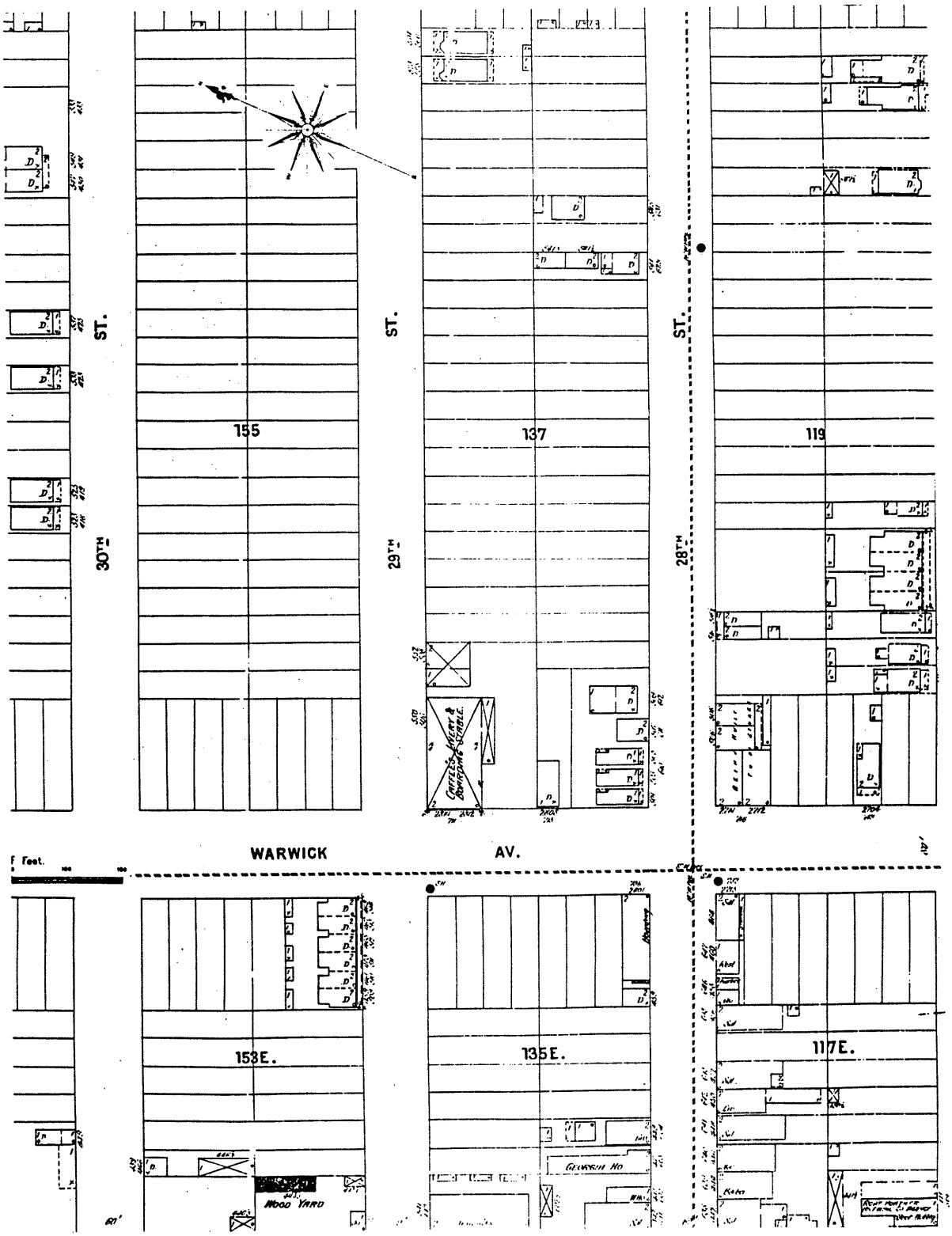


Figure 3:86 Newport News (Sanborn 1899:13).

were built to meet the religious needs of the area's expanding population: the Zion African Methodist-Episcopal Church (near the corner of Jefferson Avenue and 24th Street); the Antioch Presbyterian Church (to the east of the previously named structure); and the First Baptist Church (at the corner of Jefferson and 23rd). Very little development had occurred in the blocks to the north of 24th Street. The 23rd Street School occupied contiguous lots in the block enclosed by Madison and Marshall Avenues and 23rd and 24th Streets. The 28th Street School also had been built between Marshall and Wickham Avenues (Sanborn 1899) (Figures 3:87 through 3:89).

In 1899 the Sanborn Insurance Company's maps included some of the blocks between Wickham and Chestnut Avenues, an area that contained a light amount of residential development. Three churches were located in these neighborhoods. The Second Baptist Church stood on the southeast corner of 25th Street and Orcutt Avenue and the Second Presbyterian Church was situated at the southeast corner of Roanoke and 26th. Also close at hand was the Chestnut African Methodist-Episcopal Church, which presence implies that many residents of this neighborhood were black. Fronting upon 26th Street were a sewerage pumping station and a fire house. Laundries, groceries and other local businesses were scattered throughout this residential area. In 1899, houses were scattered along both sides of Ivy Avenue (Sanborn 1899) (Figures 3:90 and 3:91).

1900 to 1910

On August 13, 1900, Collis P. Huntington, founding father of the city of Newport News, died. The city council, in recognition of his momentous achievements, changed the name of Lafayette Avenue to Huntington Avenue (Jester 1961:189). A map prepared in 1900 that identifies the property of the Newport News Town Lot Investment Association reveals that much of Newport News was still in the possession of real estate developers (Anonymous 1900) (Figure 3:92). Newport News census records for 1900 disclose that by that date the city was comprised of numerous ethnic groups and nationalities, including Russians, Greeks, Polish, Canadians, Scots, Welsh, Germans, Austrians, Italians, Norwegians, Syrians, Armenians, Chinese, and English. Many of those who immigrated from the British Isles were laborers or semi-skilled workers, whereas the majority of those who came from other countries were tradesmen (such as tailors, watchmakers, and blacksmiths), shopkeepers (such as grocers and jewelers), or men employed in maritime industries (such as stevedores or seamen). Almost all of Newport News' Chinese were involved in the operation of laundries. In 1900, census-takers noted not only whether an individual was a naturalized citizen but also the year in which he/she came to the United States. Interestingly, many of Newport News' foreign-born residents had immigrated during the 1870s, 80s and 90s and lived in the country for 15 to 20 years before seeking American citizenship. Although most of the immigrants from the British Isles had arrived during the 1870s and 1880s, almost all of the other foreign-born residents had moved to America during the 1880s

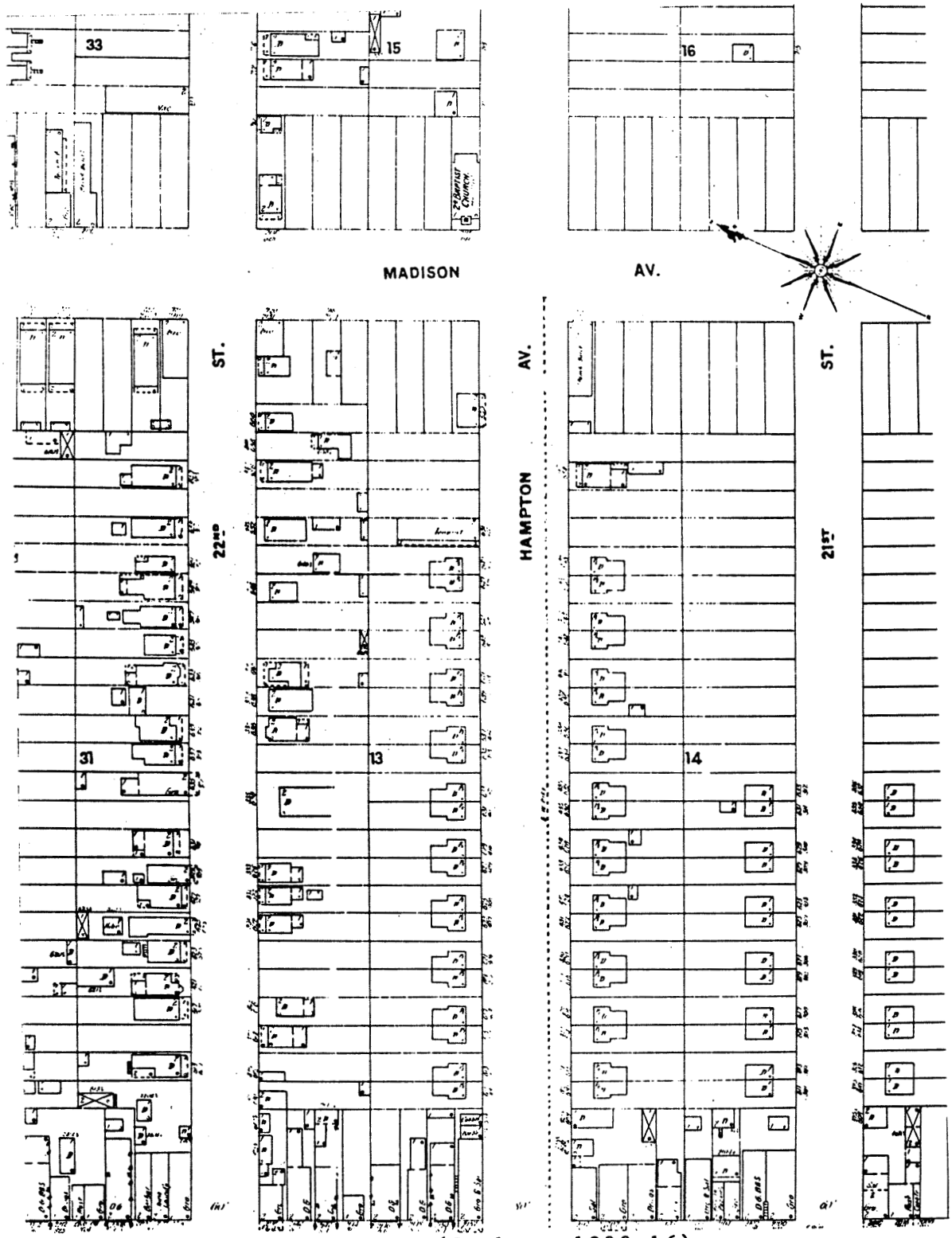


Figure 3:87 Newport News (Sanborn 1899:16).

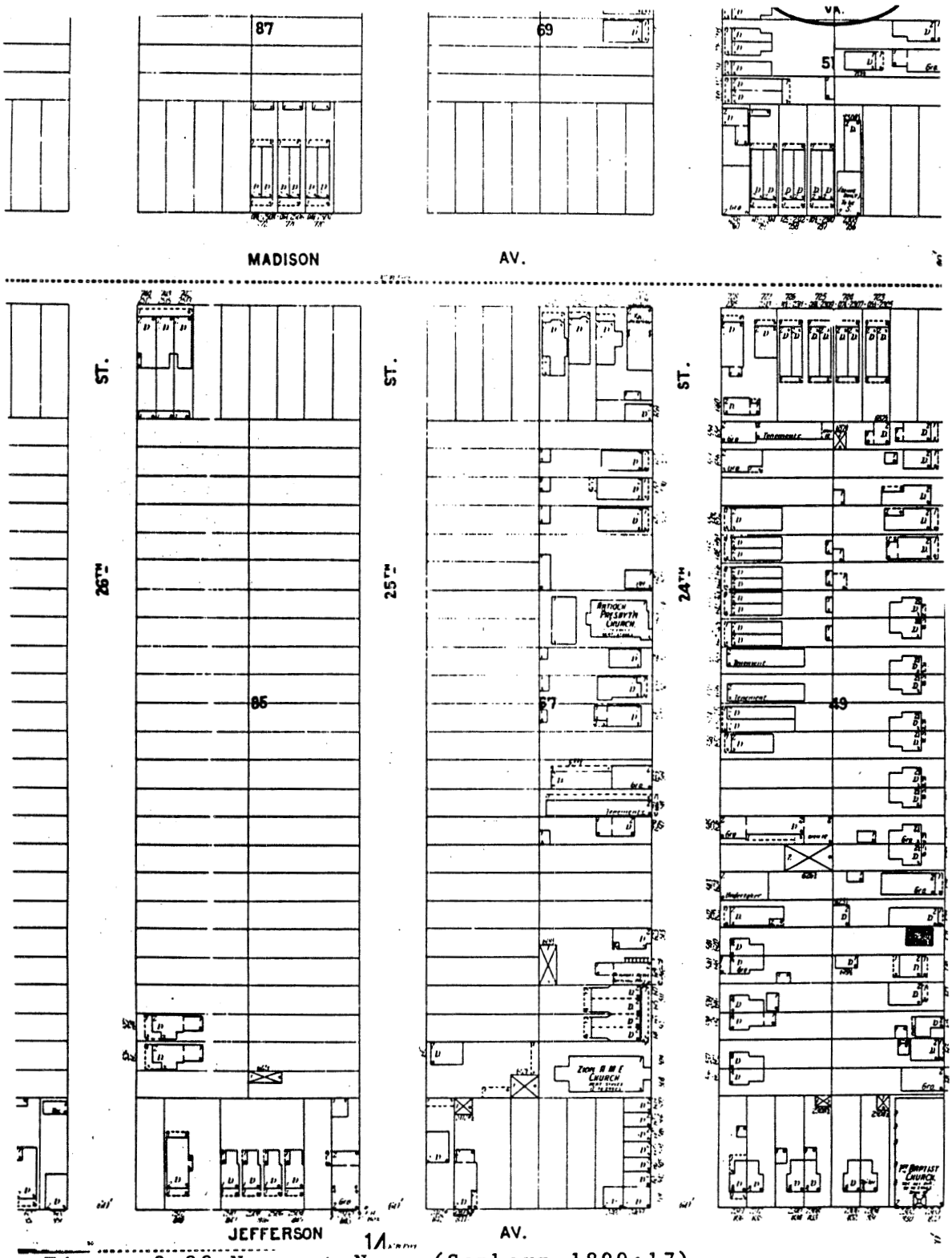


Figure 3:88 Newport News (Sanborn 1899:17).

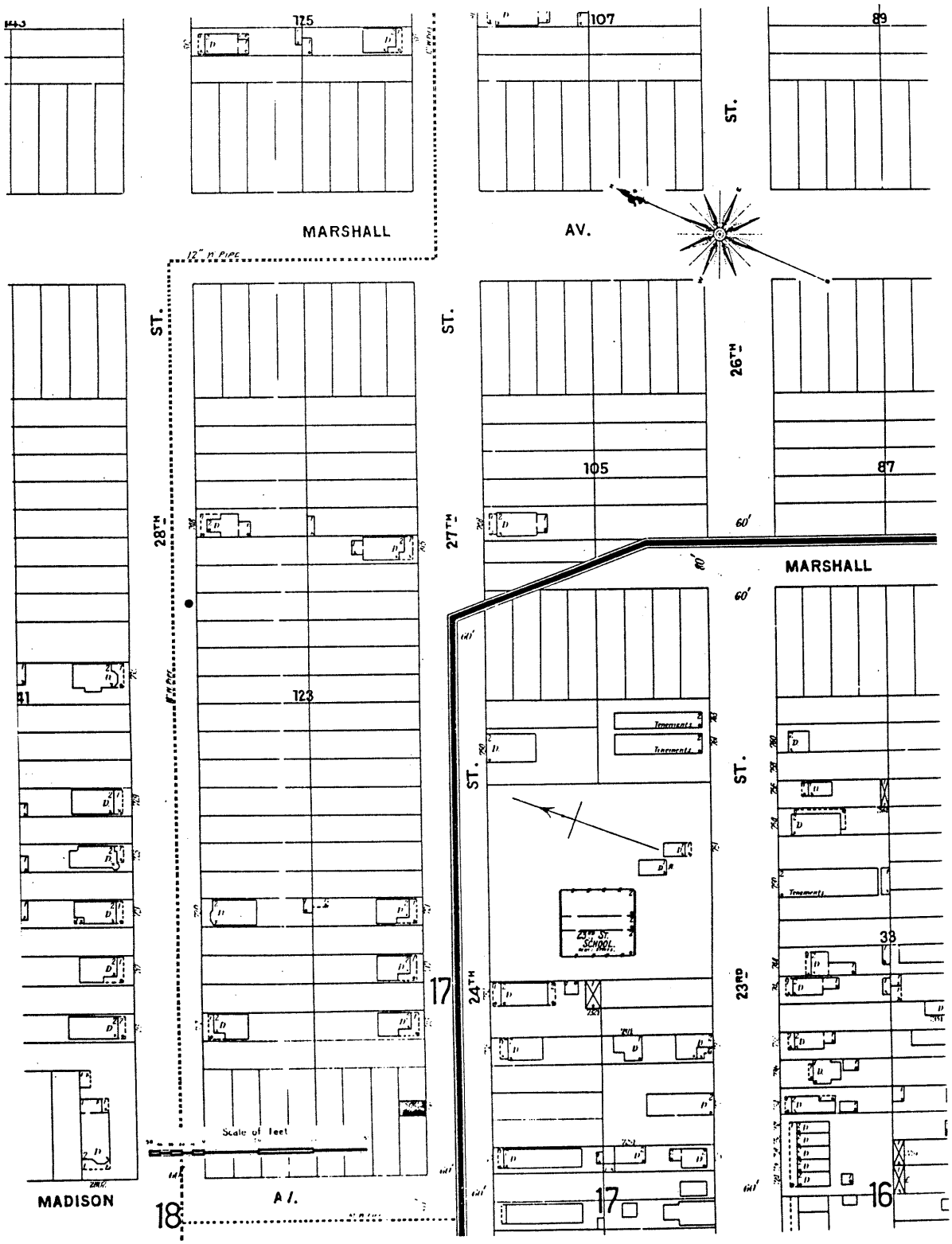


Figure 3:89 Newport News (Sanborn 1899:19).

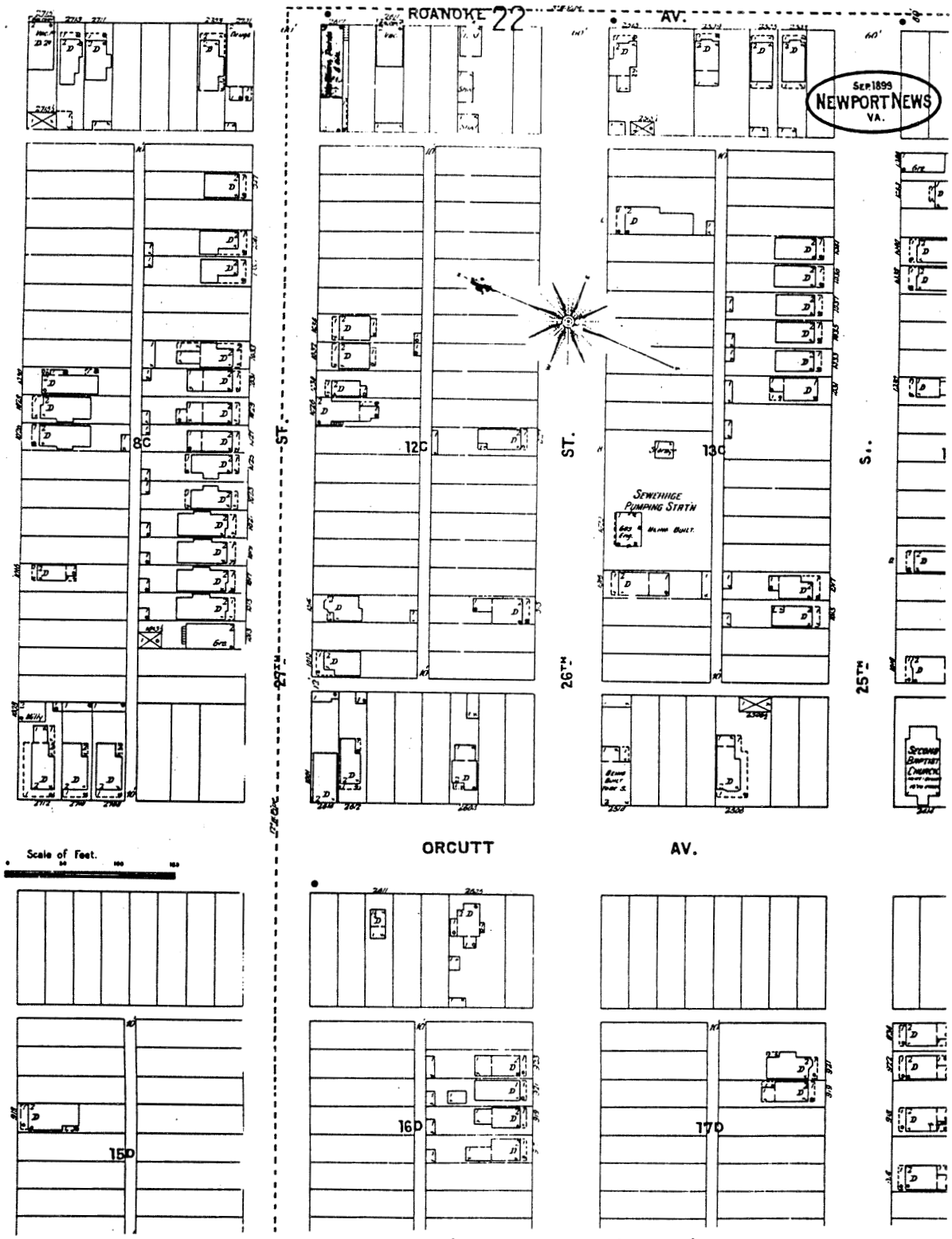


Figure 3:90 Newport News (Sanborn 1899:20).

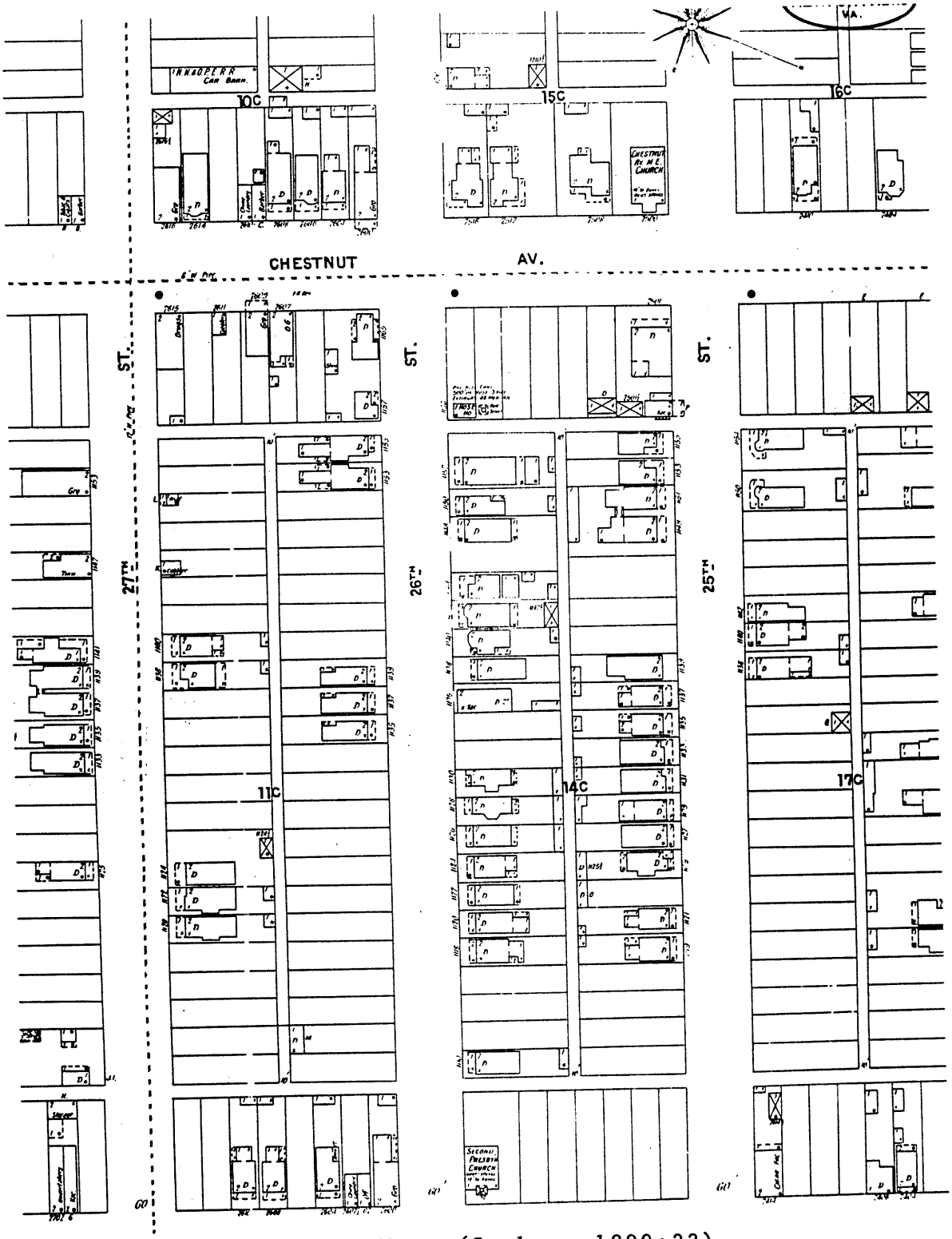


Figure 3:91 Newport News (Sanborn 1899:22).

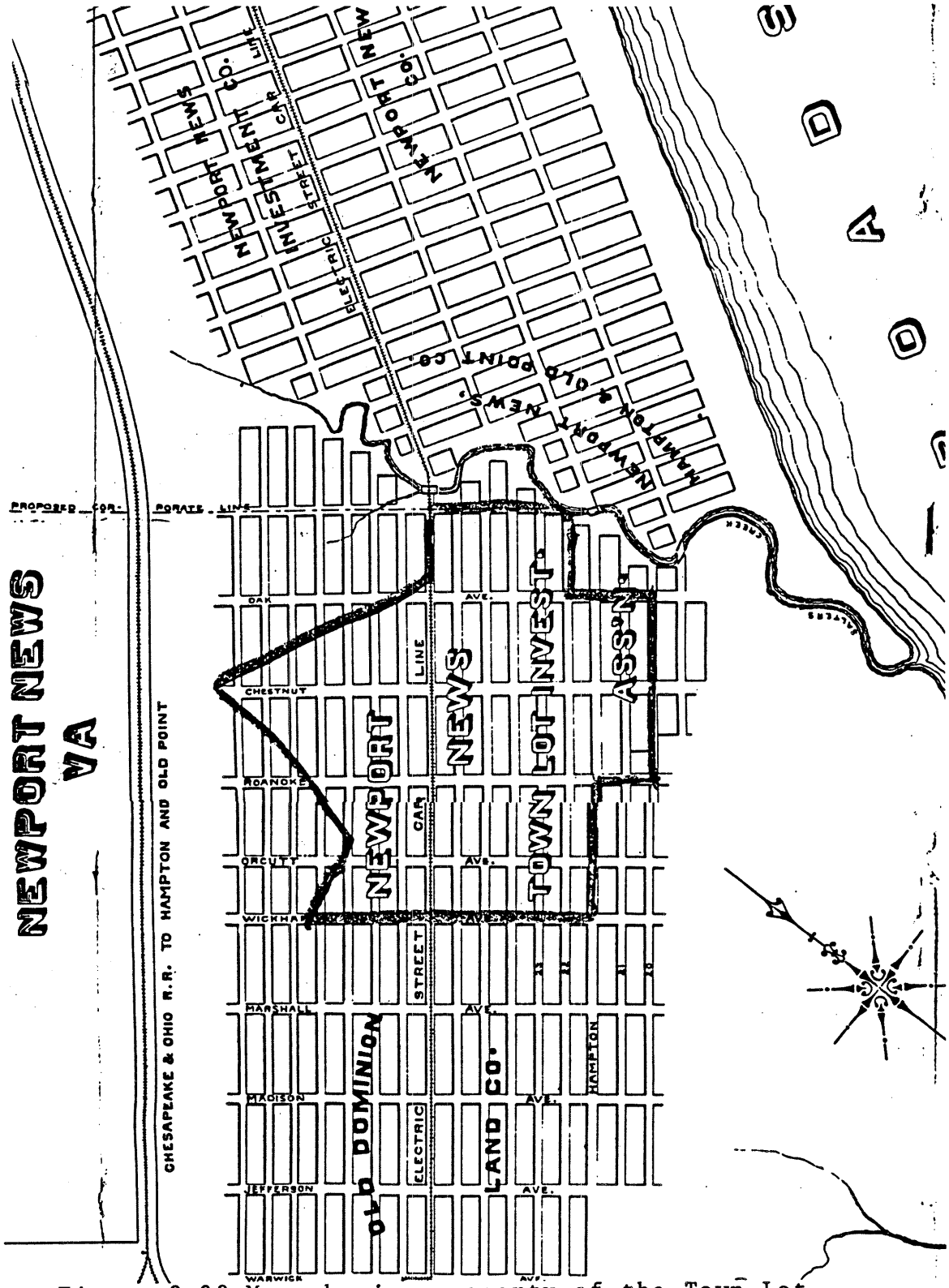


Figure 3:92 Map showing property of the Town Lot Investment Assoc., Newport News (Anonymous 1900).

and 1890s. It is not known whether most of the latter individuals came directly to Newport News or first spent time in other states. One Chinese laundryman indicated that he came to America in 1856 but did not become a naturalized citizen until 1879 (Newport News Census 1900).

The 1903 Sanborn Map

Between 1899 and 1903 the appearance of 18th Street changed significantly, especially near the waterfront. Newly constructed businesses (such as restaurants, drugstores, bakeries, grocery stores and offices) stood upon previously vacant lots or sites that formerly had been occupied by dwellings. Moving inland, residences were scattered along both sides of 18th Street. A massive wholesale grocery warehouse also was in that vicinity. It was on 18th Street that several bordellos reportedly flourished during the 1880s and 90s. By 1903, Klondyke Avenue, which contained tenements, saloons and a few detached dwellings, extended toward the waterfront and terminated south of Pier No. 10. Residential development dotted both sides of Newport News Avenue, which also ran toward the waterfront (Rouse 1986:188; Sanborn 1903) (Figures 3:93 and 3:94).

Above 22nd Street, many changes occurred during 1899-1903. The Warwick Park casino was renovated to accommodate a vaudeville theater and a modest amount of new development had occurred along 23rd Street, between Washington and Lafayette Avenues, where two meat-packing companies (Swift and Armour) built cold storage facilities and the Nelson Morris and Company constructed a processing plant. Two wholesale grocery establishments were nearby, as was a large feed store. In 1903 the U. S. Custom House and Post Office (a building of massive proportions) was then under construction on a cluster of lots that abutted West Avenue between 25th and 26th Streets. Fronting on Washington Avenue, between 27th and 28th, was a large department store and furniture/carpet establishment. On the north side of 29th Street, between West and Washington Avenues, a large Baptist Church was under construction on four contiguous lots that formerly had contained dwellings. The Trinity Methodist-Episcopal Church, which had been erected since 1899, stood on the south side of 29th Street between Washington and Lafayette Avenues. A bank and two other structures that in 1899 occupied the northwest corner of 30th Street and Washington Avenue by 1903 had been razed to make way for the construction of the Grand Central Hotel. Residential development had intensified in the blocks to the north of 30th Street. The First Presbyterian Church and a Y.M.C.A. stood on adjoining lots on the north side of 32nd Street. In 1903 the Christian Workers Church was located on a lot facing Lafayette Avenue between 34th and 35th Streets (Sanborn 1903) (Figures 3:95 through 3:98). On the east side of Lafayette Avenue but west of the C & O main line, new houses occupied formerly vacant lots. The offices of the Daily Press and Telegram stood on the northeast corner of Lafayette Avenue and 23rd Street and a public school was being built on the north side of 33rd Street, not far from Virginia Avenue. The Adath Jeshurun Synagogue, which in 1899 was under

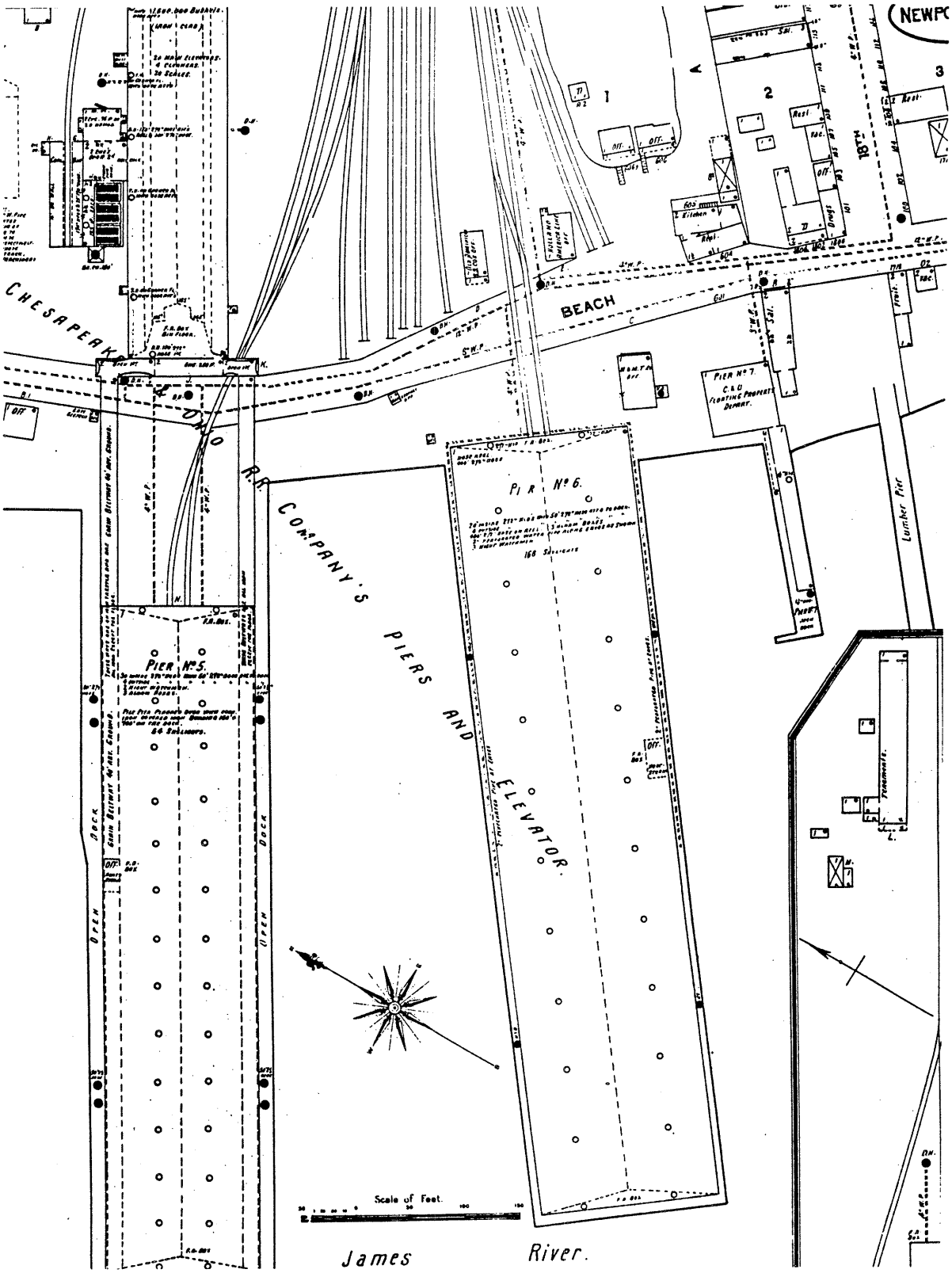


Figure 3:93 Newport News (Sanborn 1903:33).

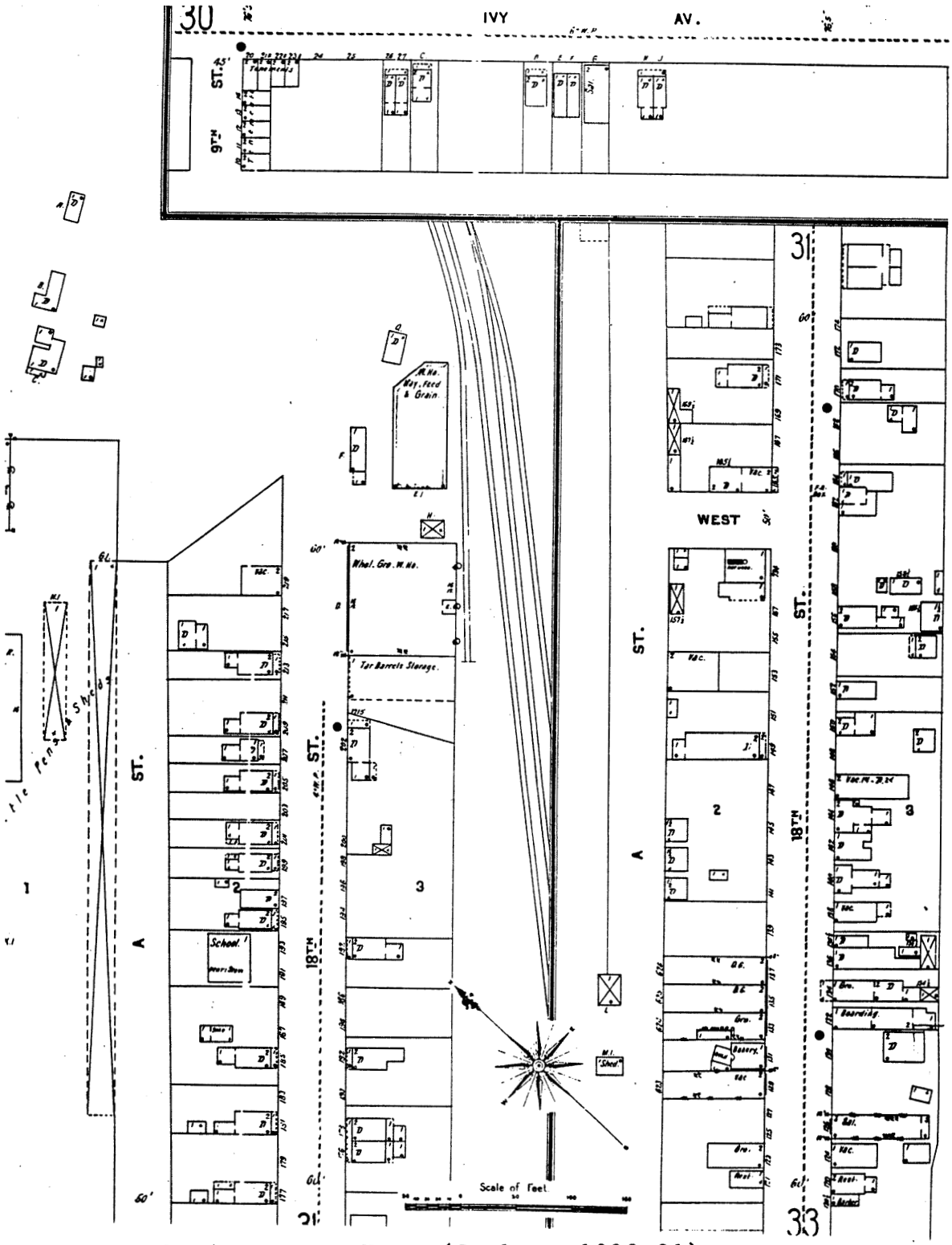


Figure 3:94 Newport News (Sanborn 1903:31).

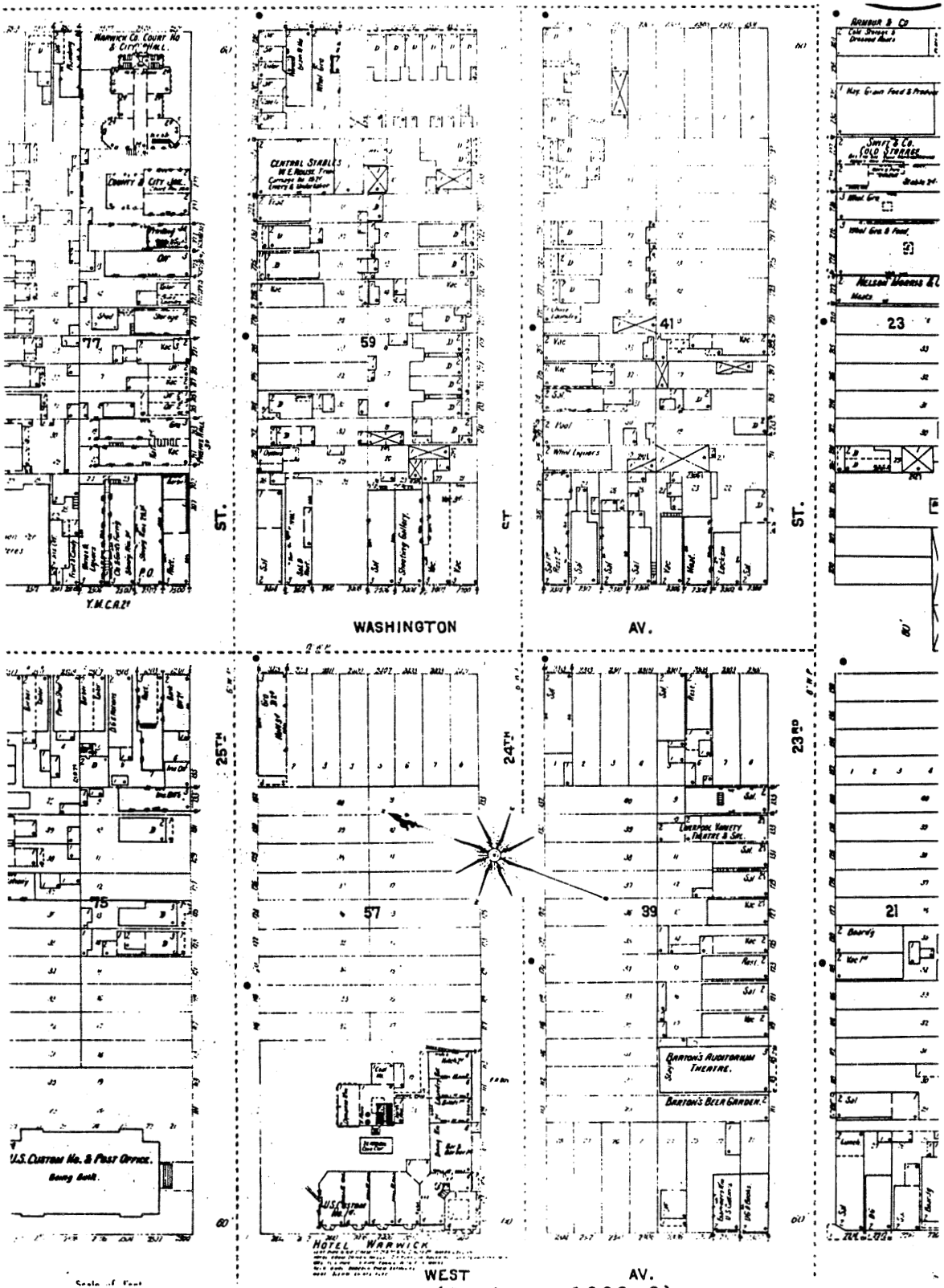


Figure 3:95 Newport News (Sanborn 1903:8).

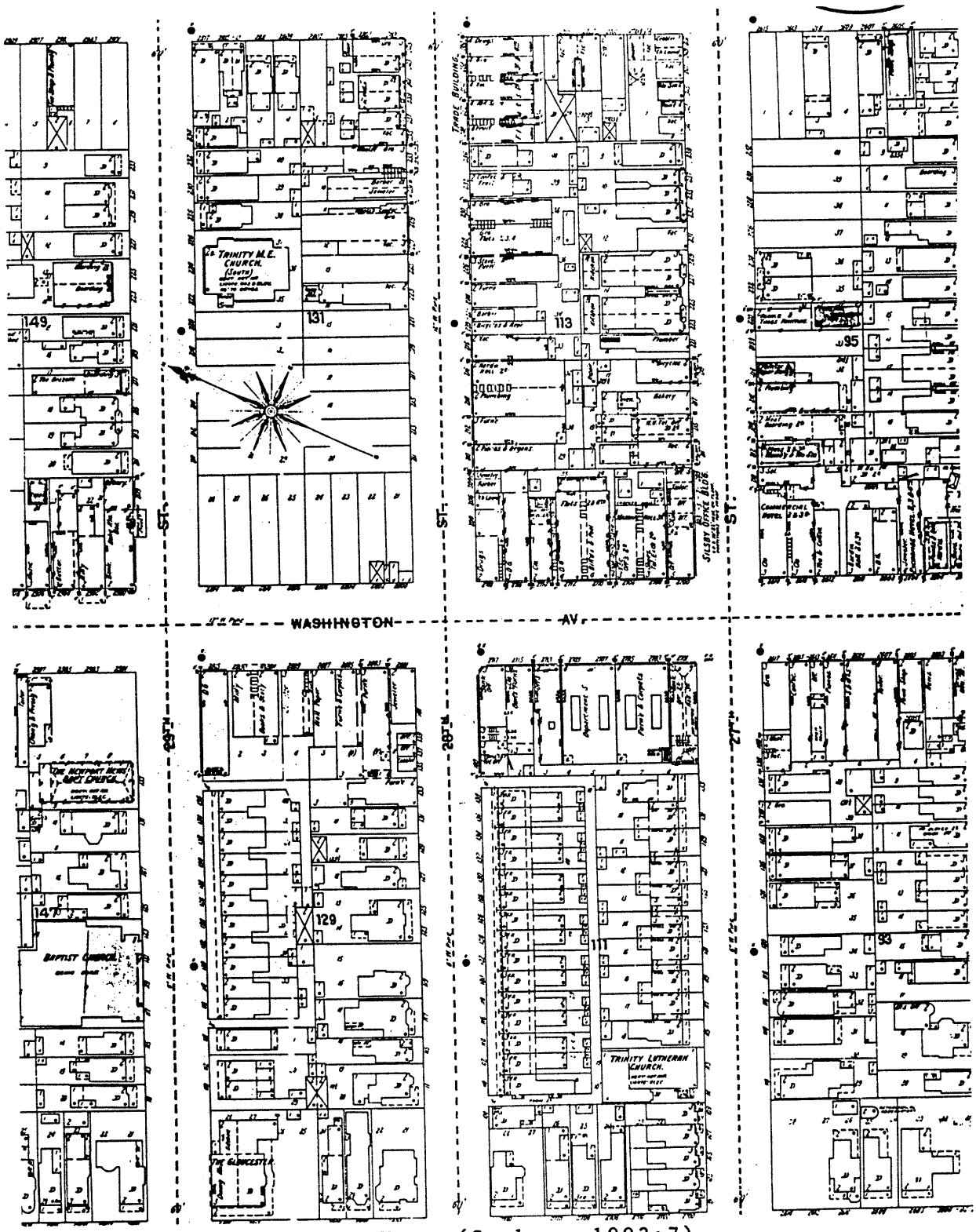


Figure 3:96 Newport News (Sanborn 1903:7).

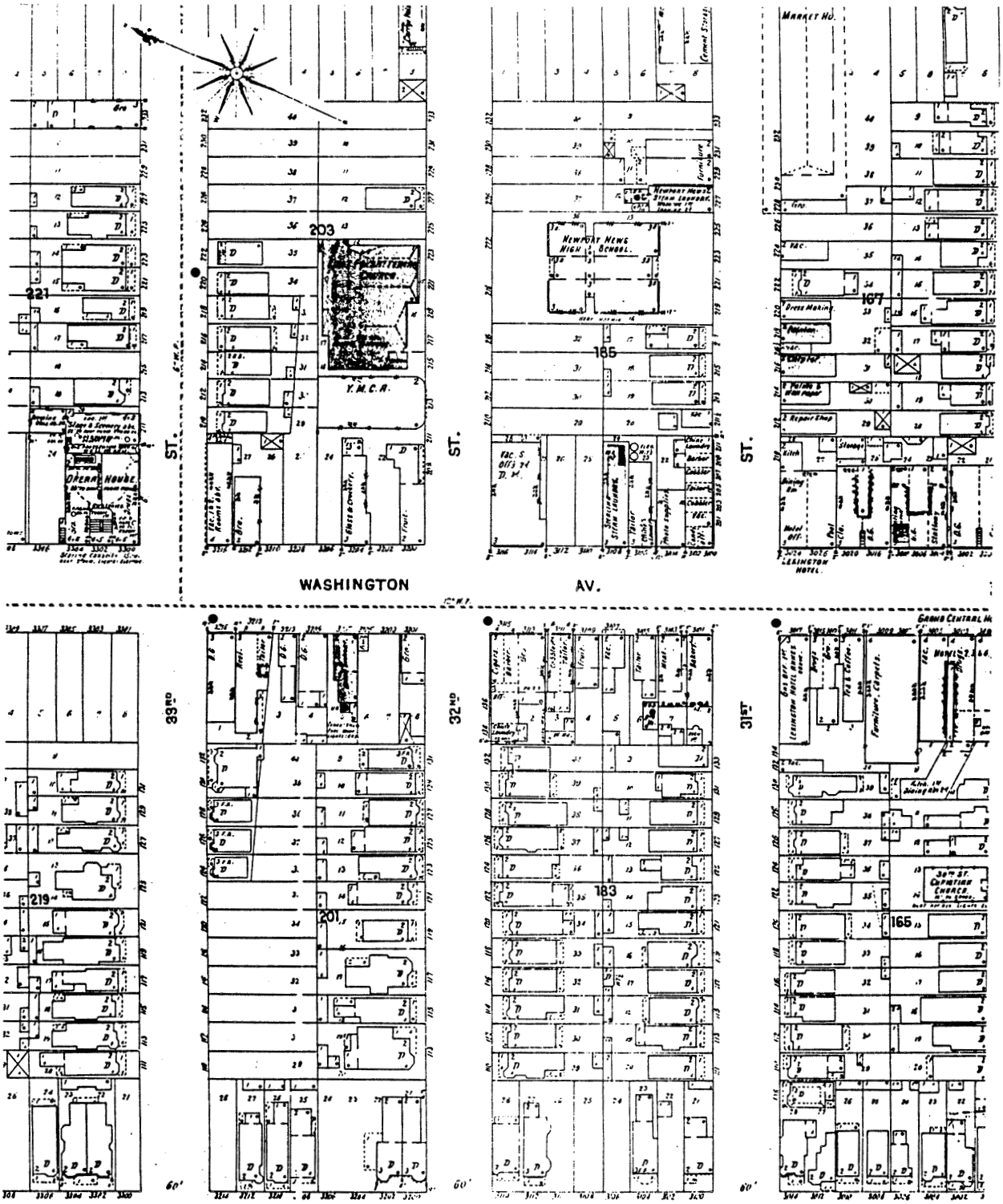


Figure 3:97 Newport News (Sanborn 1903:6).

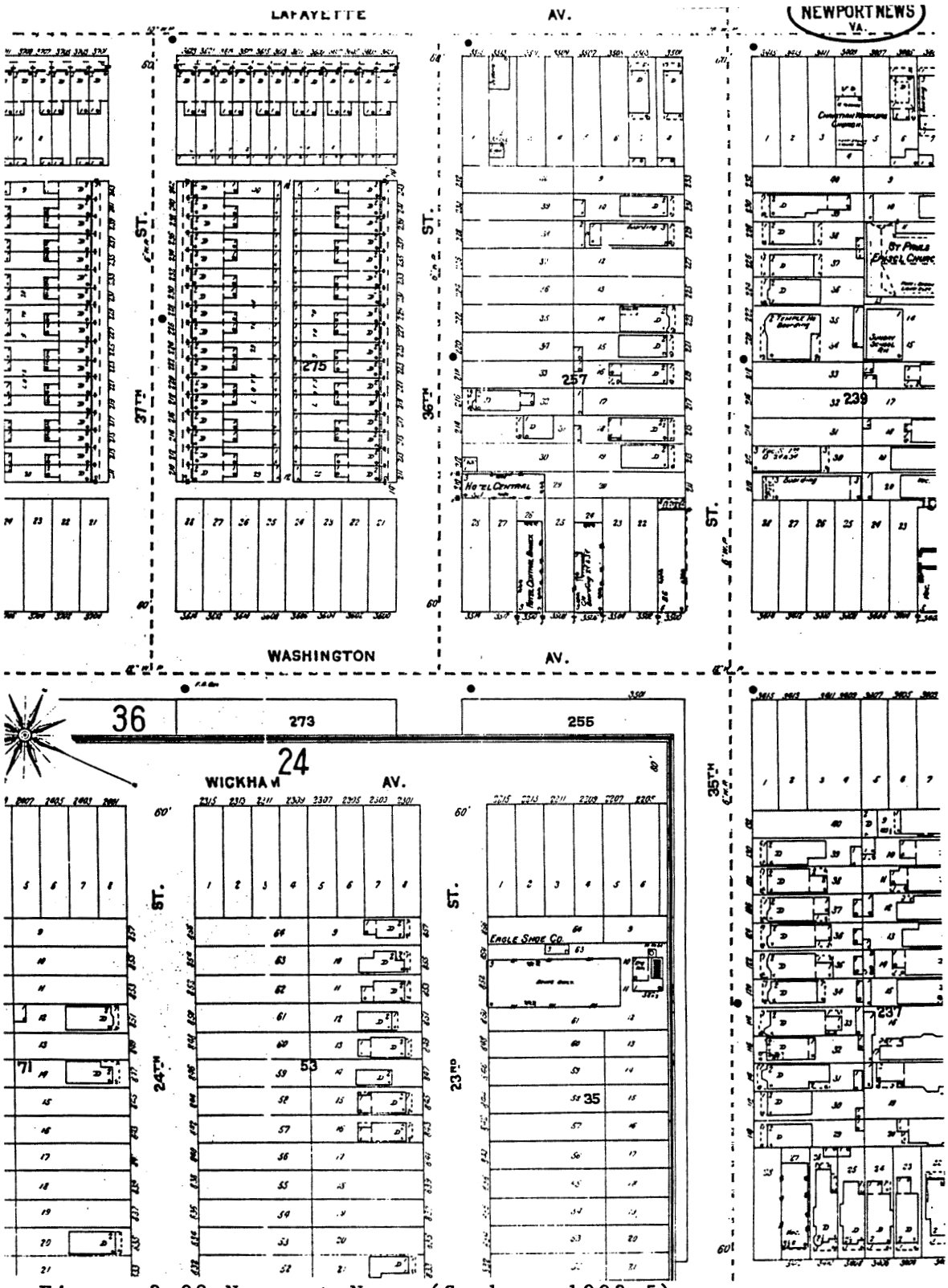


Figure 3:98 Newport News (Sanborn 1903:5).

construction on a lot near the corner of 24th Street and Huntington Avenue, by 1903 had been completed. At the southwest corner of Virginia and 35th was the St. Vincent's Boys Academy. Between 1899 and 1903, iron bridges were built at 25th, 28th and 34th Streets, spanning the C & O tracks and connecting the eastern and western halves of Newport News (Sanborn 1903) (Figures 3:99 through 3:102).[29]

By 1903 the Newport News Ship Building and Dry Dock Company had taken over the Newport News Iron and Brass Works foundry, between 40th and 41st Streets. Many of the lots that were in the foundry's immediate vicinity were vacant. Between 1899 and 1903 a number of new structures were erected upon the Newport News Ship Building and Dry Dock Company's property on the west side of Washington Avenue. Residential development had become significantly more dense in the blocks to the north of 41st Street, where single family dwellings were closely aligned along both sides of that area's numbered streets. The 45th Street Methodist-Episcopal Church was renamed the Grace M. E. Church and its size was enlarged considerably. Small businesses, such as barber shops, groceries and laundries, were located at several sites along Lafayette Avenue. Concurrent with growth in housing density came the construction of the 46th Street Public School, Fire Station No. 3, the Lafayette Avenue Baptist Church, and the Newport News Christian Church. Above 50th Street, more than two dozen large single-family dwellings stood on lots that were double, triple or quadruple in size. These were the stately homes of Newport News' North End, which area had not been mapped by the Sanborn Insurance Company's agents in 1899. One dwelling in the block between 56th and 57th Streets and Huntington (Lafayette) Avenue had its own astronomical observatory (Sanborn 1903) (Figures 3:103 through 3:105).

On the east side of the C & O main line, between 36th and 37th Streets and Warwick Avenue, was the Warwick Brewing Company's plant, which in 1903 was under construction. The company's facilities included an ice plant, coopering shop, beer cellars, a brew house and boiler rooms. Since 1899 a garbage incinerator had been built on the northwest corner of Warwick Avenue and 20th Street and a wood and coal yard was located on 22nd Street near the C & O main line. It is likely that the construction of the 25th, 28th Street and 34th Street bridges spurred industrial development on the east side of the railroad tracks, for companies locating there would have had ready access to the city's commercial district and port facilities. Relatively little new residential growth occurred on the east side of the C & O main line between 1899 and 1903, except for the modest amount of development that took place to the north of 22nd Street. Small businesses, such as grocery stores, laundries, cobbler shops, and

---

[29]The 28th Street bridge was in place by 1901; in 1972 it was condemned as unsafe and closed to use. Finally, in 1978 the bridge was torn down to make way for Interstate 664. A replacement bridge was erected in 1979 (Brown 1979:47).

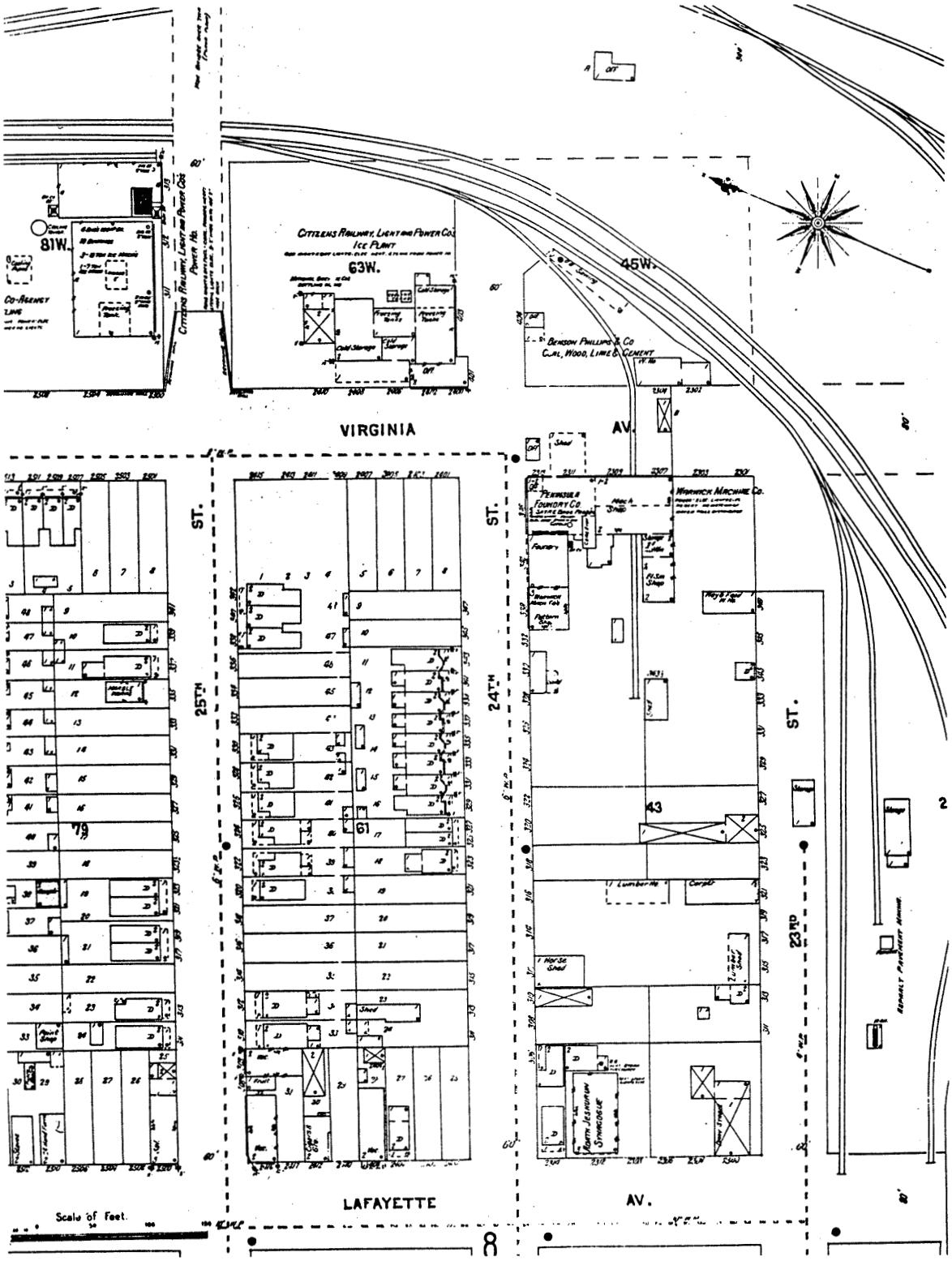


Figure 3:99 Newport News (Sanborn 1903:12).

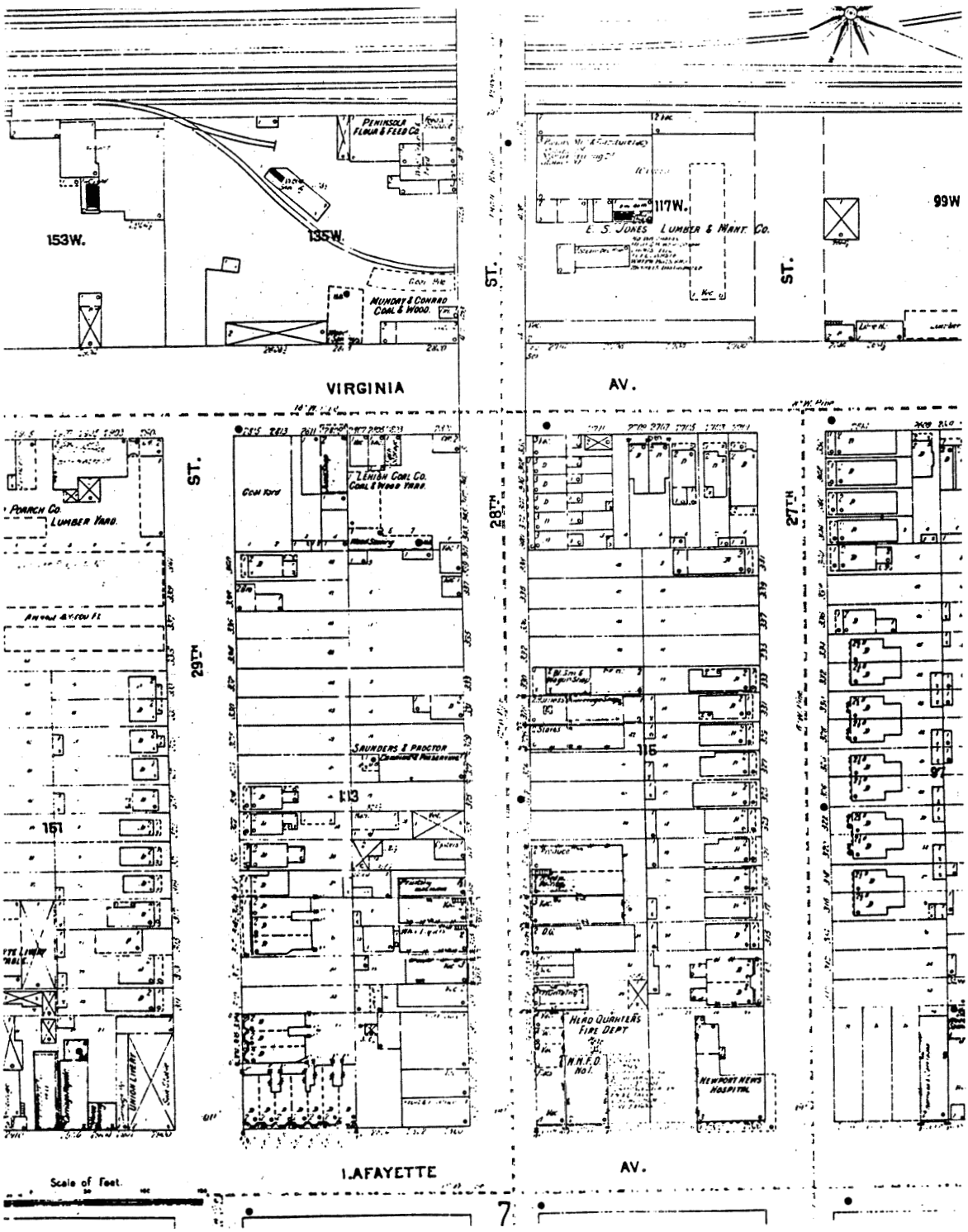


Figure 3:100 Newport News (Sanborn 1903:11).

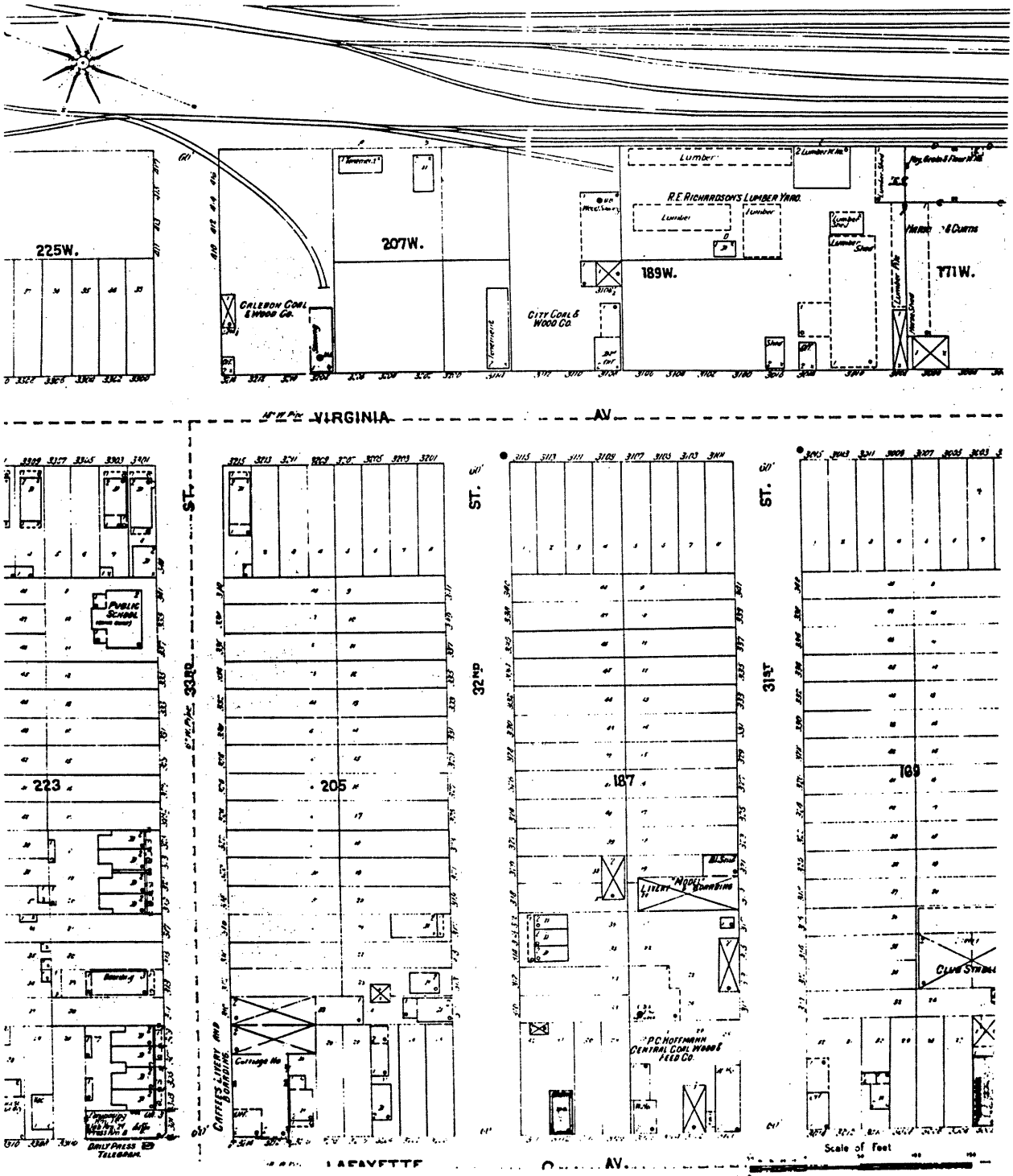


Figure 3:101 Newport News (Sanborn 1903:10).

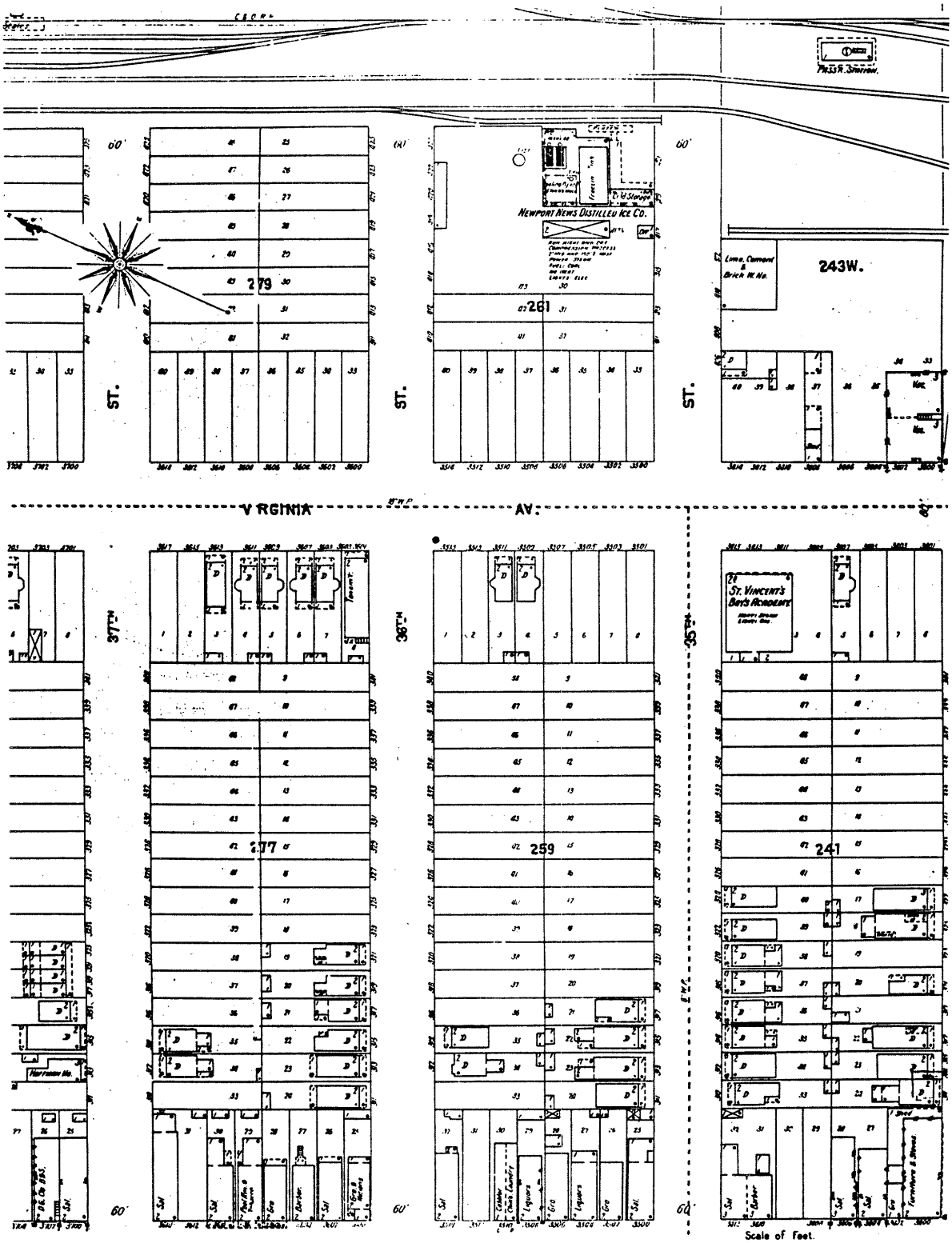


Figure 3:102 Newport News (Sanborn 1903:9).

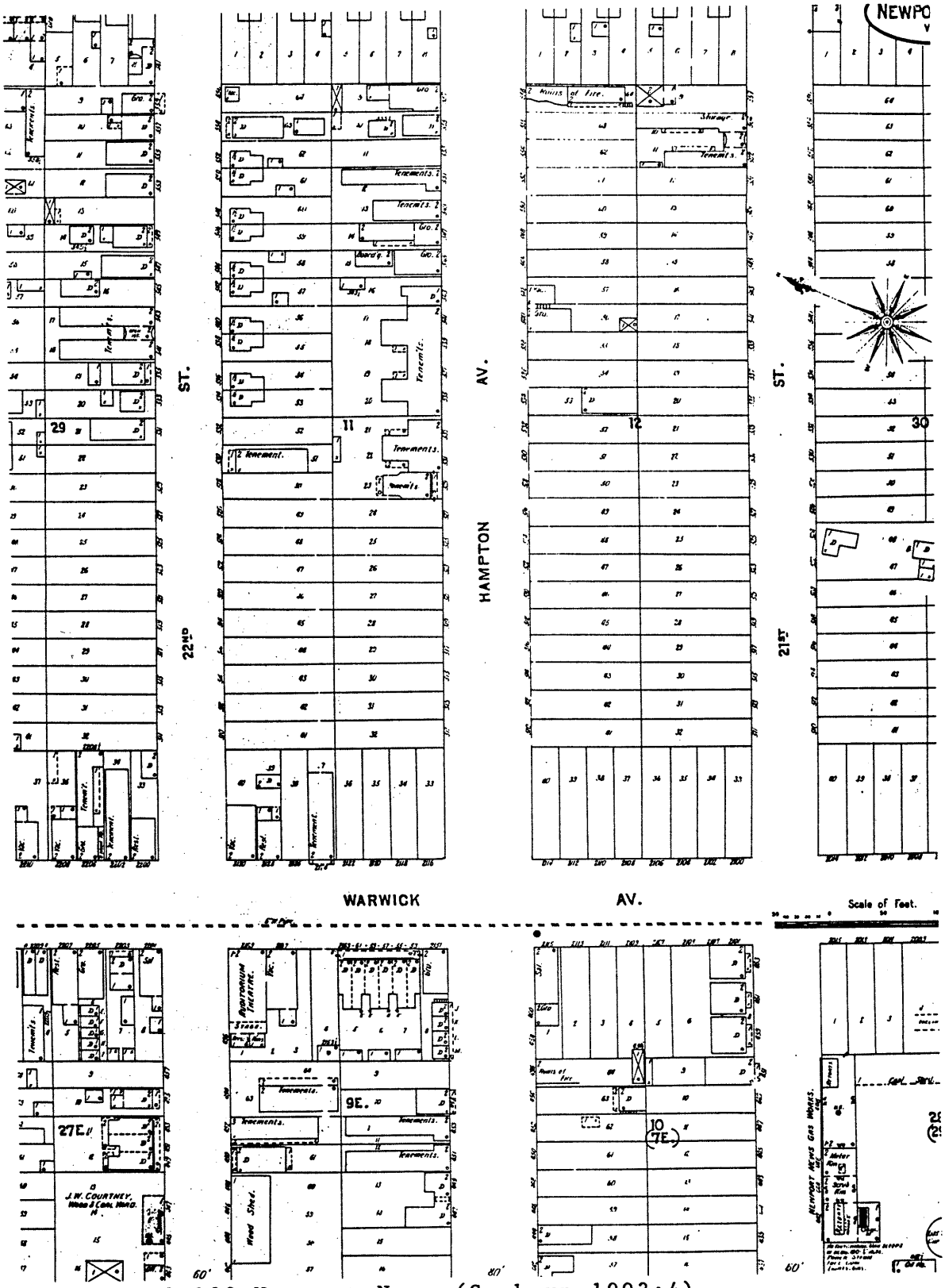


Figure 3:103 Newport News (Sanborn 1903:4).

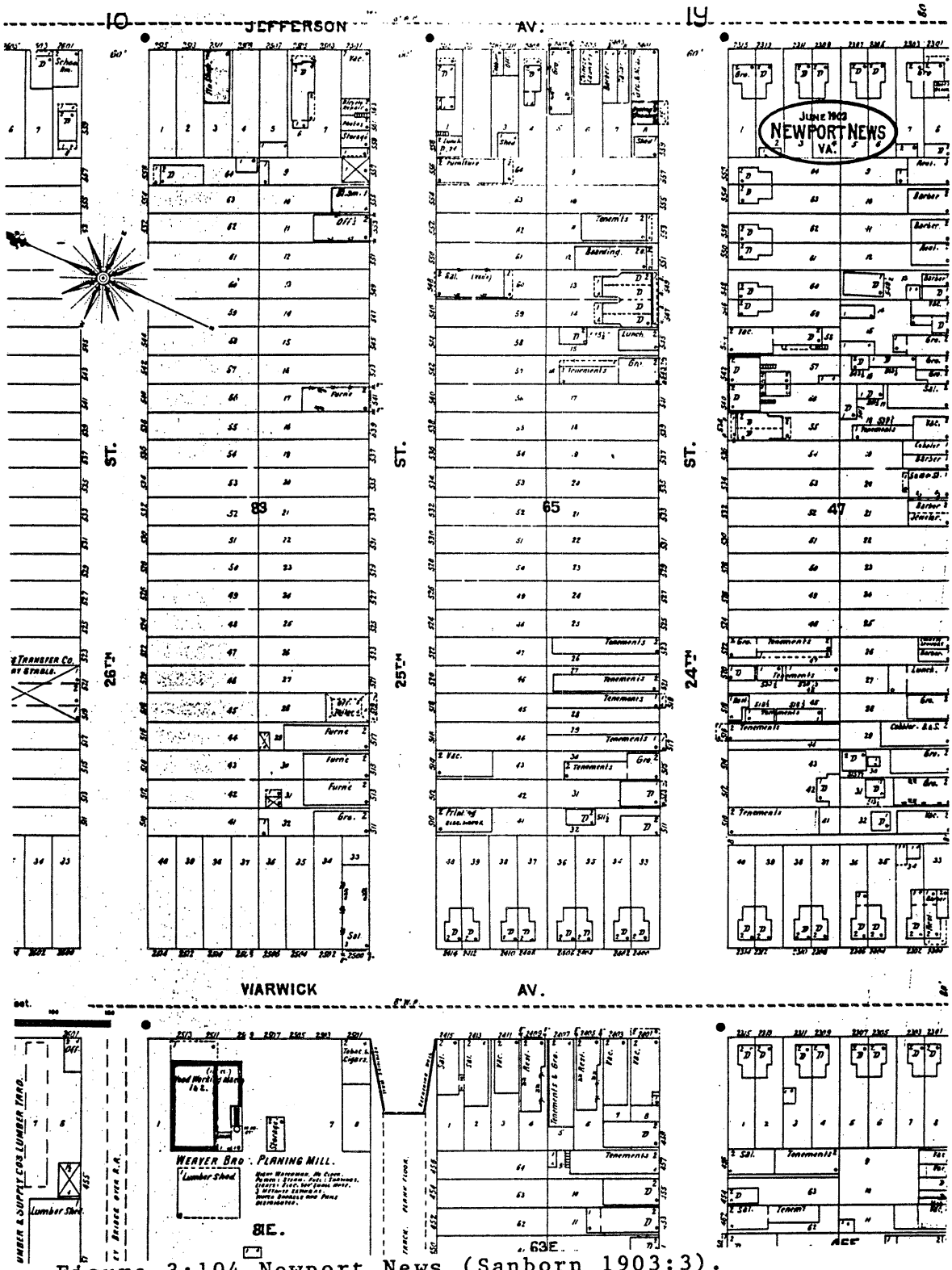


Figure 3:104 Newport News (Sanborn 1903:3).

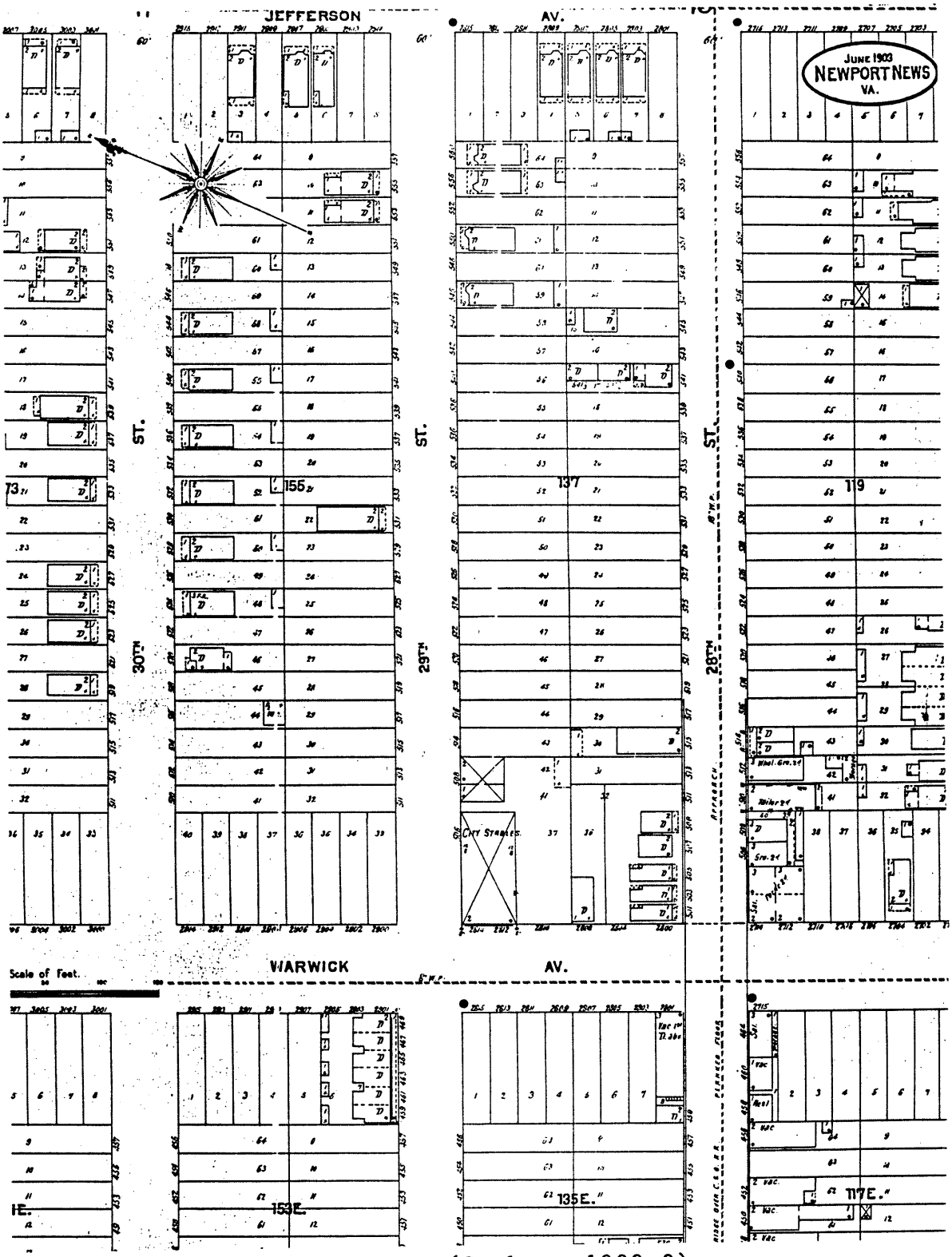


Figure 3:105 Newport News (Sanborn 1903:2).

other service-related facilities, were scattered among these neighborhoods. Two moving companies also were established in this part of town (Sanborn 1903) (Figures 3:106 through 109).

Between 1899 and 1903, the residential neighborhoods on the east side of Jefferson Avenue experienced vigorous growth and many formerly vacant lots contained new housing units, especially duplexes and row houses. Many new homes had been built on the east side of Madison Avenue, to the north of 24th Street. Small merchants and shopkeepers erected establishments geared to meeting the needs of these newcomers. The facilities of St. Paul's African Methodist-Episcopal Church, on 22nd Street, were enlarged significantly and the Mt. Calvary Baptist Church, on 32nd Street between Jefferson and Madison Avenues, was built on a formerly vacant lot. A block away, on 33rd, was the Newport News Shirt Manufacturing Company's plant. Close at hand, near the northeast corner of Jefferson Avenue and 33rd Street, was the Rysdale Remedy Company, manufacturers of patent medicines (Sanborn 1903) (Figures 3:110 and 3:111).

A significant amount of new residential growth had occurred in the blocks between Madison and Marshall Avenues, above Hampton Avenue, where single family dwellings were interspersed with duplexes. The size of these houses and the fact that the majority were built to accommodate a single family suggests that this was one of Newport News' more prosperous black neighborhoods. Little discernible change had occurred in the blocks to the west of Wickham Avenue, between 22nd and 25th Streets. Between 1899 and 1903, many new housing units were built to the east of Wickham Avenue and both east and west of Roanoke Avenue. Fire House No. 3 had been erected on 25th Street and neighborhood groceries and other service-related establishments were scattered at random. A Christian Church stood upon the northwest corner of Roanoke Avenue and 23rd Street. New residential growth also extended north toward County Road and east beyond Oak Avenue. A new public school stood on the north side of 22nd Street, between Chestnut and Roanoke Avenues. The 24th Street Christian Church had been erected near the northeast corner of Roanoke and 24th and a Baptist Church for blacks was located at the intersection of 29th Street and Oak Avenue (Sanborn 1903) (Figures 3:112 and 3:113). By 1903 a modest amount of new development had occurred along Ivy Avenue. A jog in the course of 9th Street was created when it was extended westward, through two vacant lots that abutted Ivy Avenue. The Ebenezer Baptist Mission was still in existence, to the south of which was the Zion Union Apostolic Church. Tenements and rows of dwellings were scattered throughout the area (Sanborn 1903).

The 1907 Sanborn Map

In 1907 when the map-makers of the Sanborn Insurance Company updated their rendering of the Newport News waterfront, little appreciable change had occurred in the immediate vicinity of the C & O piers. To the south, between Pier Nos. 7 and 8, which straddled the end of 18th Street, was a ferry slip. To its south

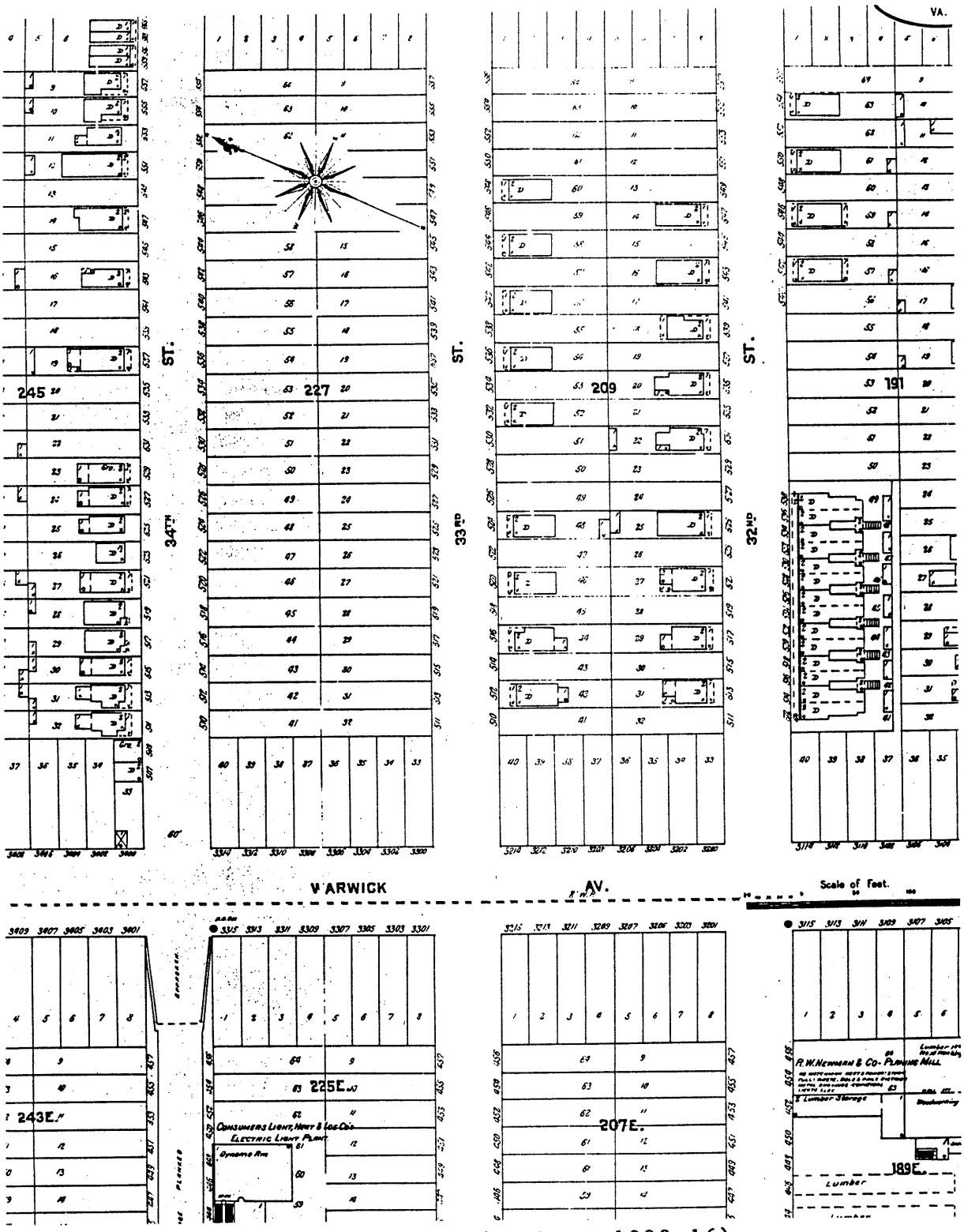


Figure 3:106 Newport News (Sanborn 1903:16).

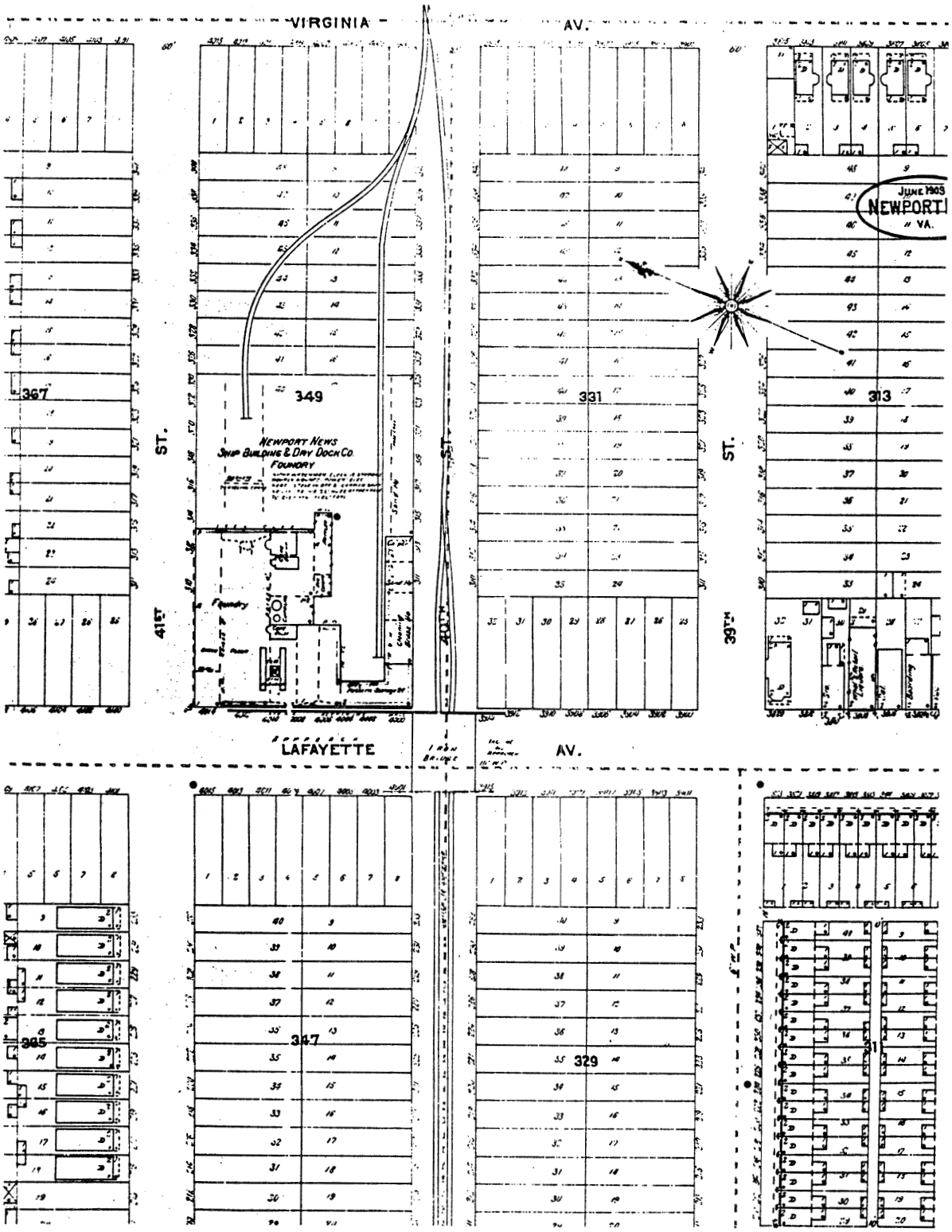


Figure 3:107 Newport News (Sanborn 1903:15).

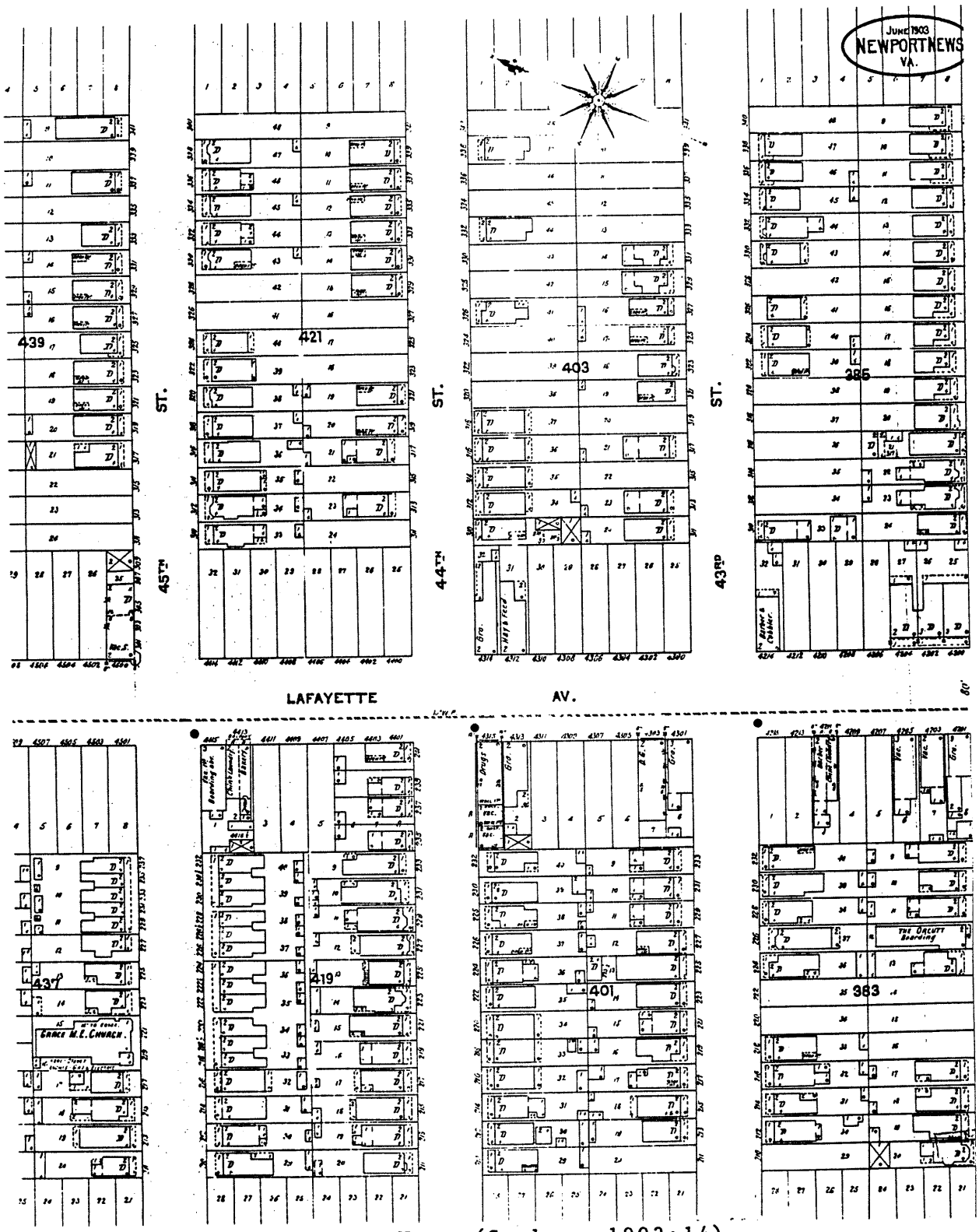


Figure 3:108 Newport News (Sanborn 1903:14).

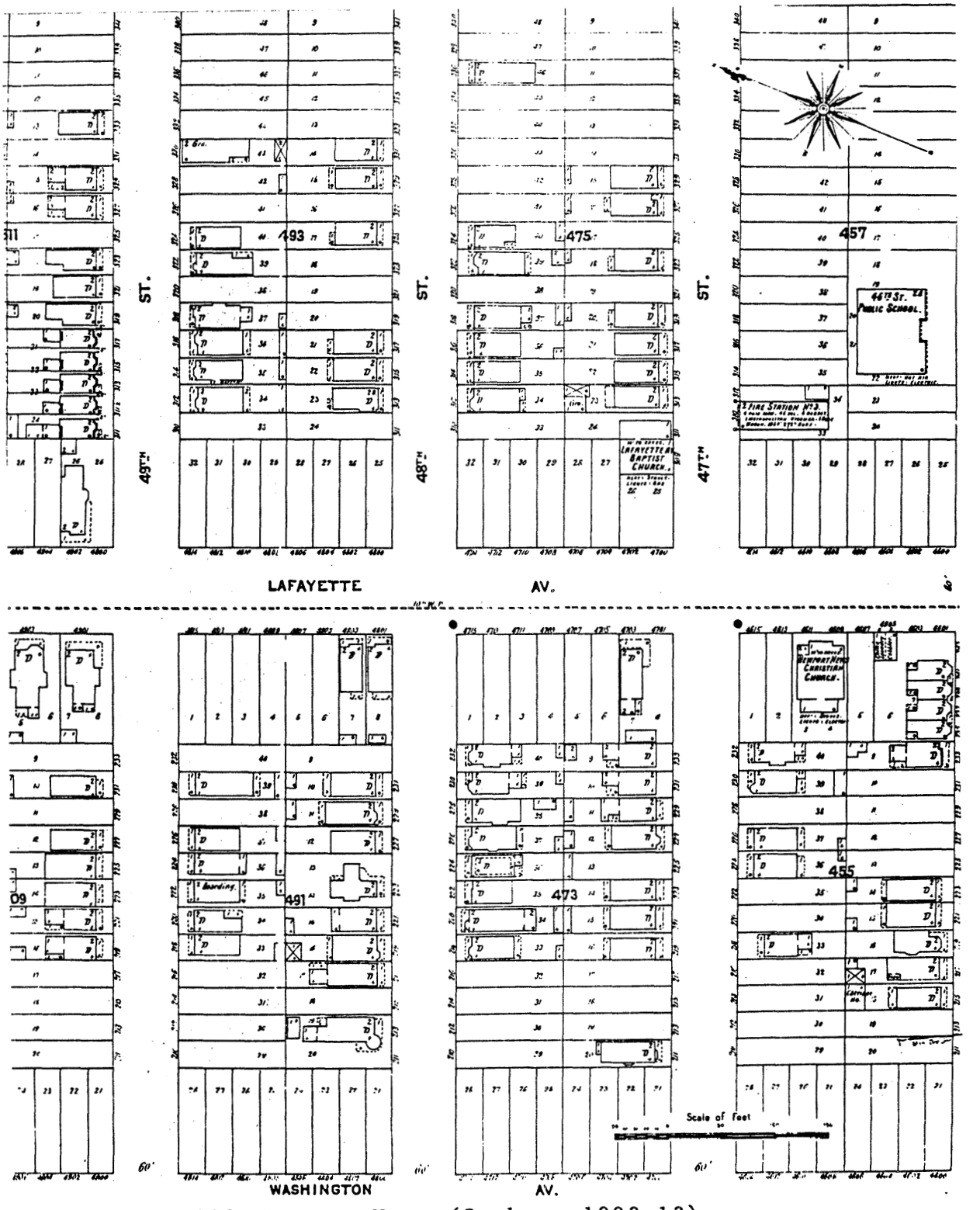


Figure 3:109 Newport News (Sanborn 1903:13).

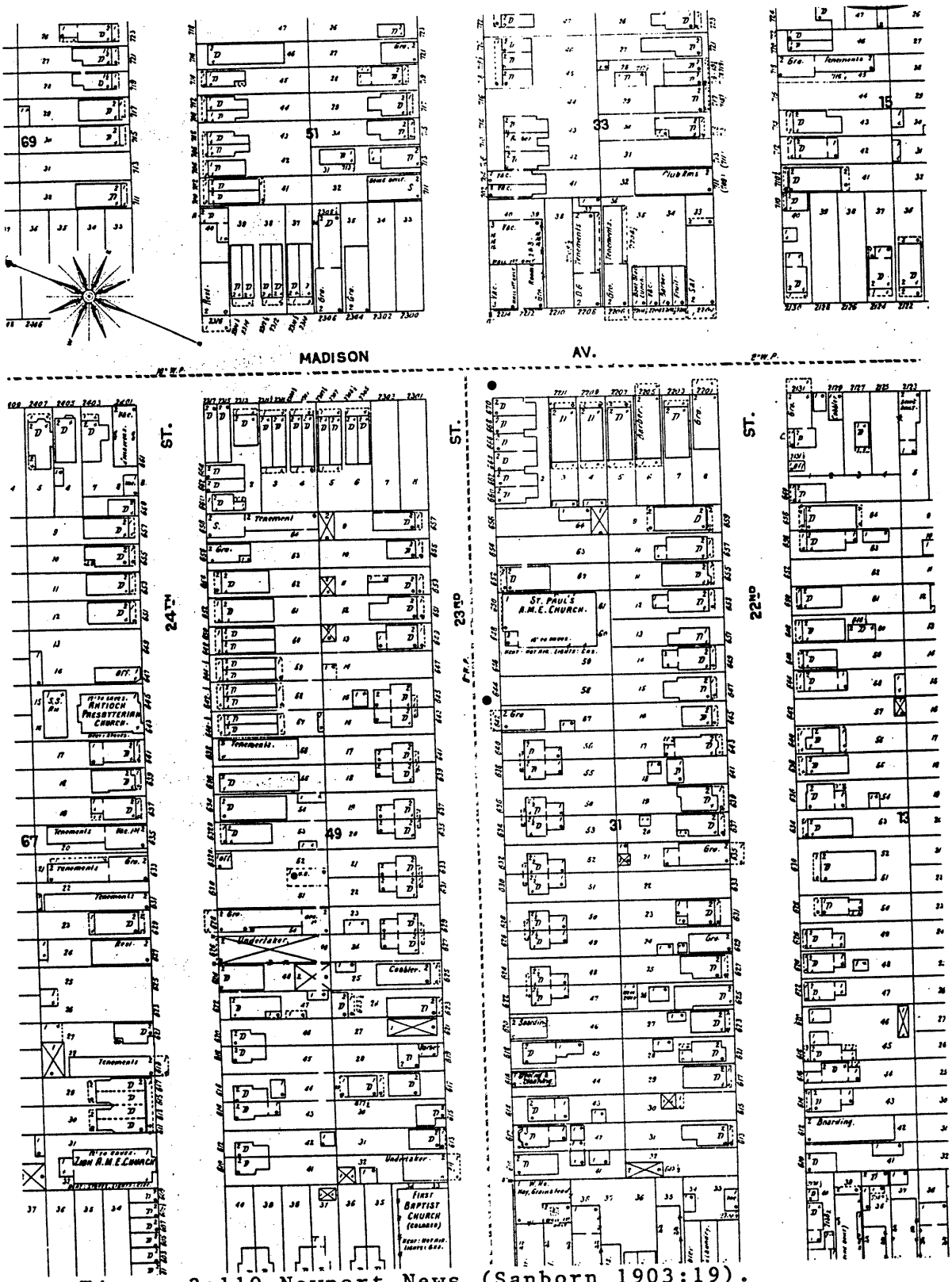


Figure 3:110 Newport News (Sanborn 1903:19).

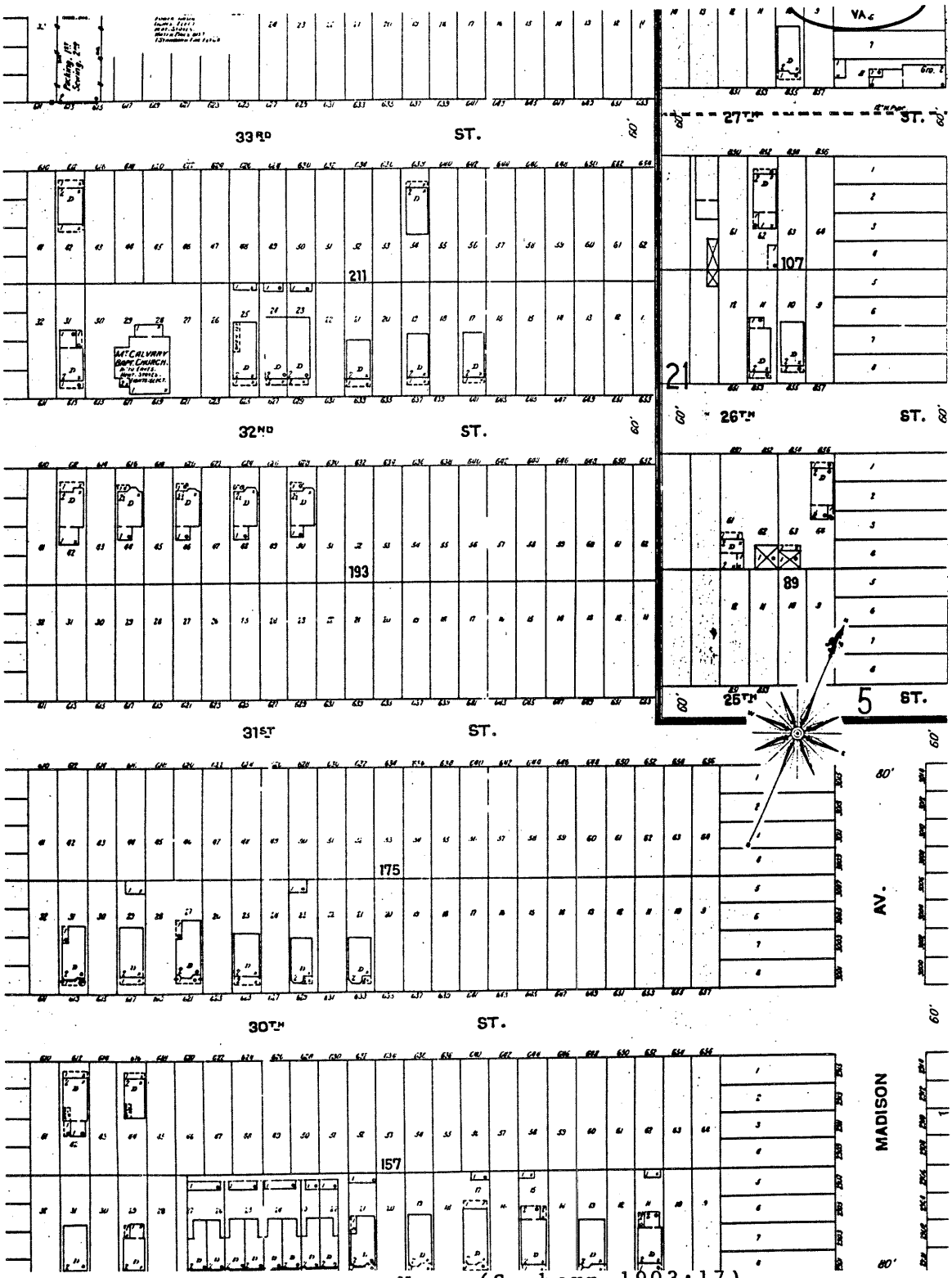


Figure 3:111 Newport News (Sanborn 1903:17).

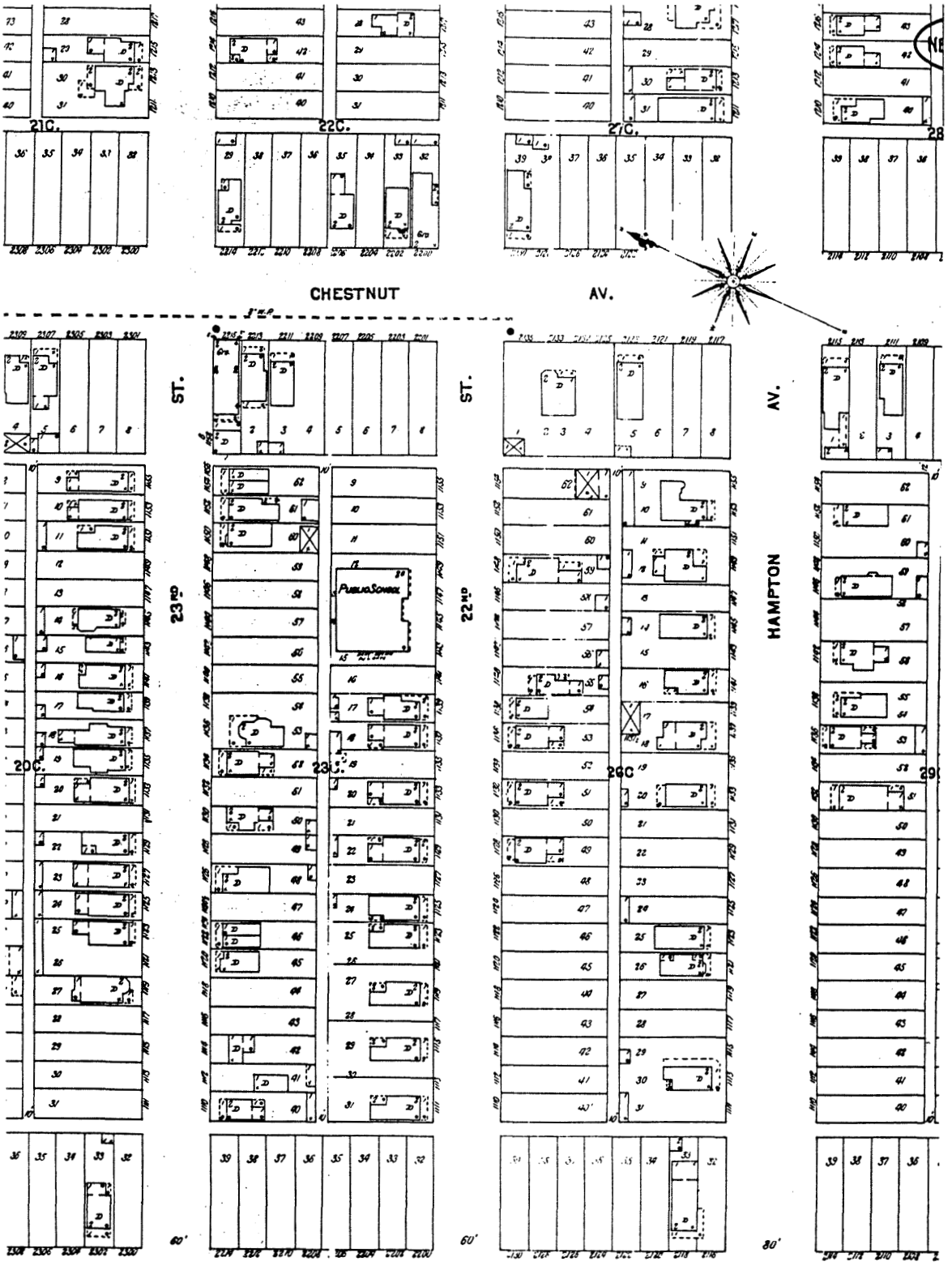


Figure 3:112 Newport News (Sanborn 1903:28).

Figure 3:113 Newport News (Sanborn 1903:29).

were the C & O coal piers. The neighborhoods in the vicinity of A and 18th Streets had undergone little appreciable change. The Dabney Brokerage Company's facilities occupied the site of a former wholesale grocery warehouse. Development along Newport News Avenue was sparse. At the corner of Newport News Avenue and D Street was a Baptist Church. Some of the bawdy houses and saloons near the waterfront many have been driven out of business by the civil reform movement instigated by the Rev. E. T. Wellford during the early 1900s (Rouse 1986:188; Sanborn 1907).

Upstream, above the industrialized area near the piers, the Old Dominion Land Company's wharf (Pier A) protruded into the James River at the end of 25th Street. Between 1903 and 1907, commercial development intensified along 23rd Street, where a series of wholesale grocery warehouses, the Hoster Beer Depot, and two produce establishments had been constructed. The U. S. Army Supply Depot also was built during this period. On the southeast corner of West Avenue and 24th Street was the Hotel Warwick Annex, a large L-shaped structure that sat opposite the Warwick's main building.[30] The character and intensity of development in the blocks between 24th and 33rd Street was little changed. On Washington Avenue, between 28th and 29th Streets, two small buildings had been torn down and replaced by Washington Square, a park that occupied half a city block and contained a fountain. Between 1903 and 1907, the Grand Central Hotel, on the northwest corner of 30th Street and Washington Avenue, had become the Hotel Newport. Two other hotels were located close-by: the Hotel Pocahontas, which stood at the corner of 34th and Washington, and the Hotel Huntington, which was located on the northeast corner of Washington Avenue and 36th Street. By 1907 business establishments lined both sides of Washington Avenue, behind which were dwellings that flanked the numbered streets (Sanborn 1907) (Figures 3:114 through 3:117).

Between Huntington (Lafayette) Avenue and the C & O main line of tracks, most of the businesses that had been in existence in 1903 were still there in 1907; growth was negligible in the residential neighborhoods that abutted this area. Between 1903 and 1907, the 33rd Street Public School was remodeled, enlarged and converted into the Ryan School, a sexually-segregated parochial educational institution that was operated by the Roman Catholic Church. Little appreciable change had occurred in the size and appearance of the neighborhoods to the north of 37th Street, except that a few new dwellings were constructed. Likewise, the facilities of the Newport News Ship Building and Dry Dock Company appear to have experienced little alteration (Sanborn 1907).

---

[30]In 1907 Newport News was caught up in the Jamestown Tercentenary Exposition. The celebration attracted many visitors, who arrived aboard excursion boats or trains. The International Naval Review was held in Hampton Roads and was attended by distinguished visitors as President Theodore Roosevelt (Rouse 1986:77).

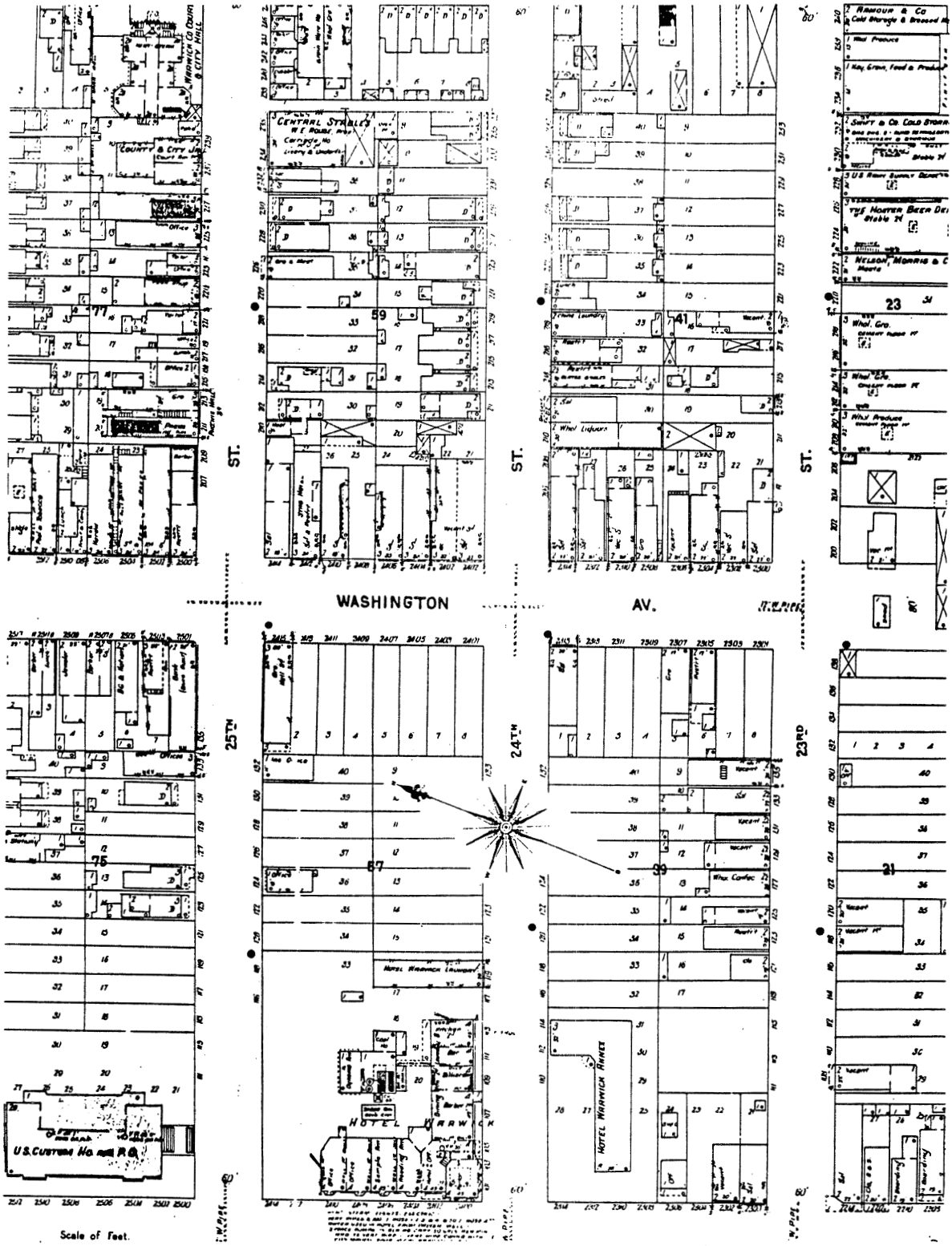


Figure 3:114 Newport News (Sanborn 1907:8).

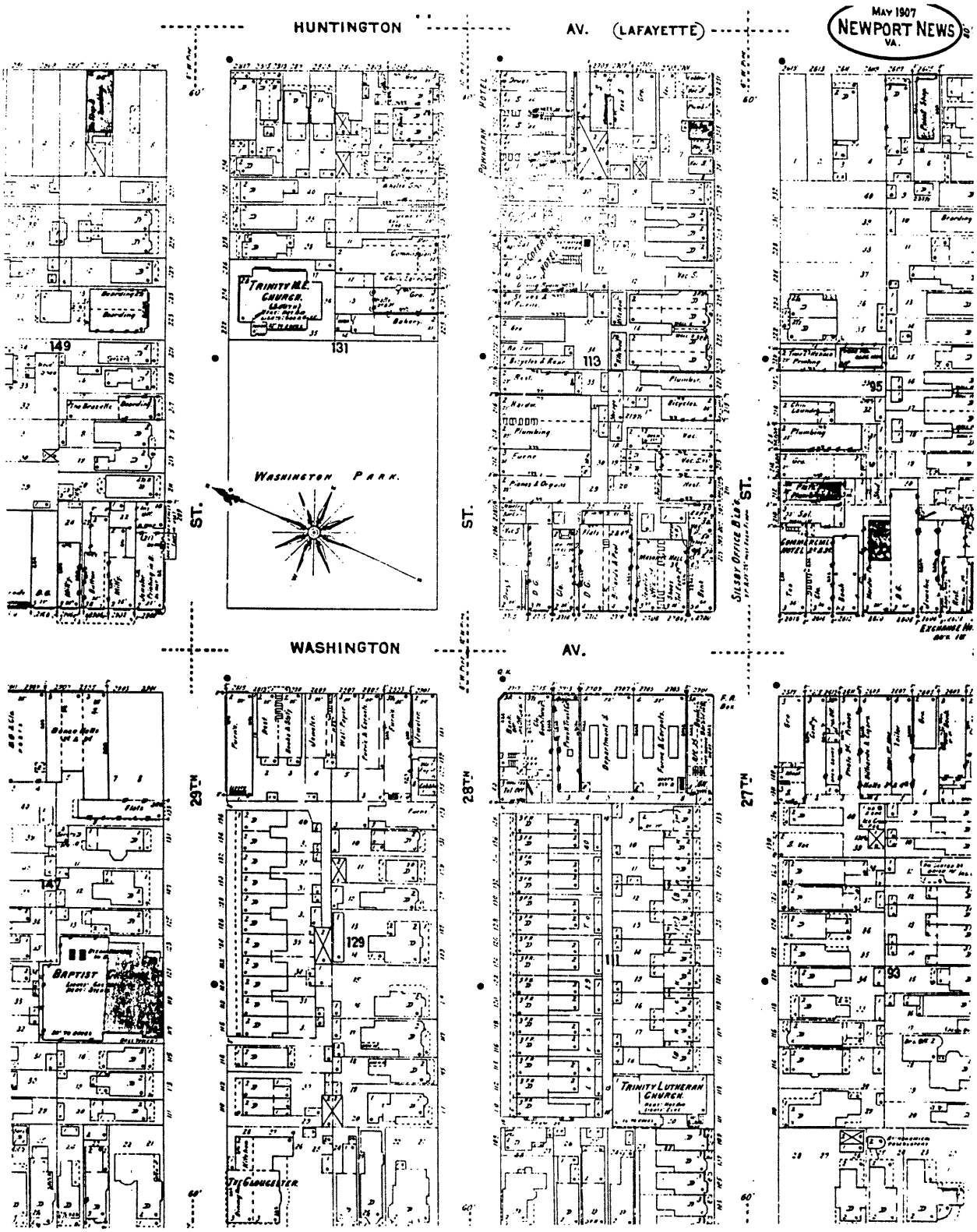


Figure 3:115 Newport News (Sanborn 1907:7).

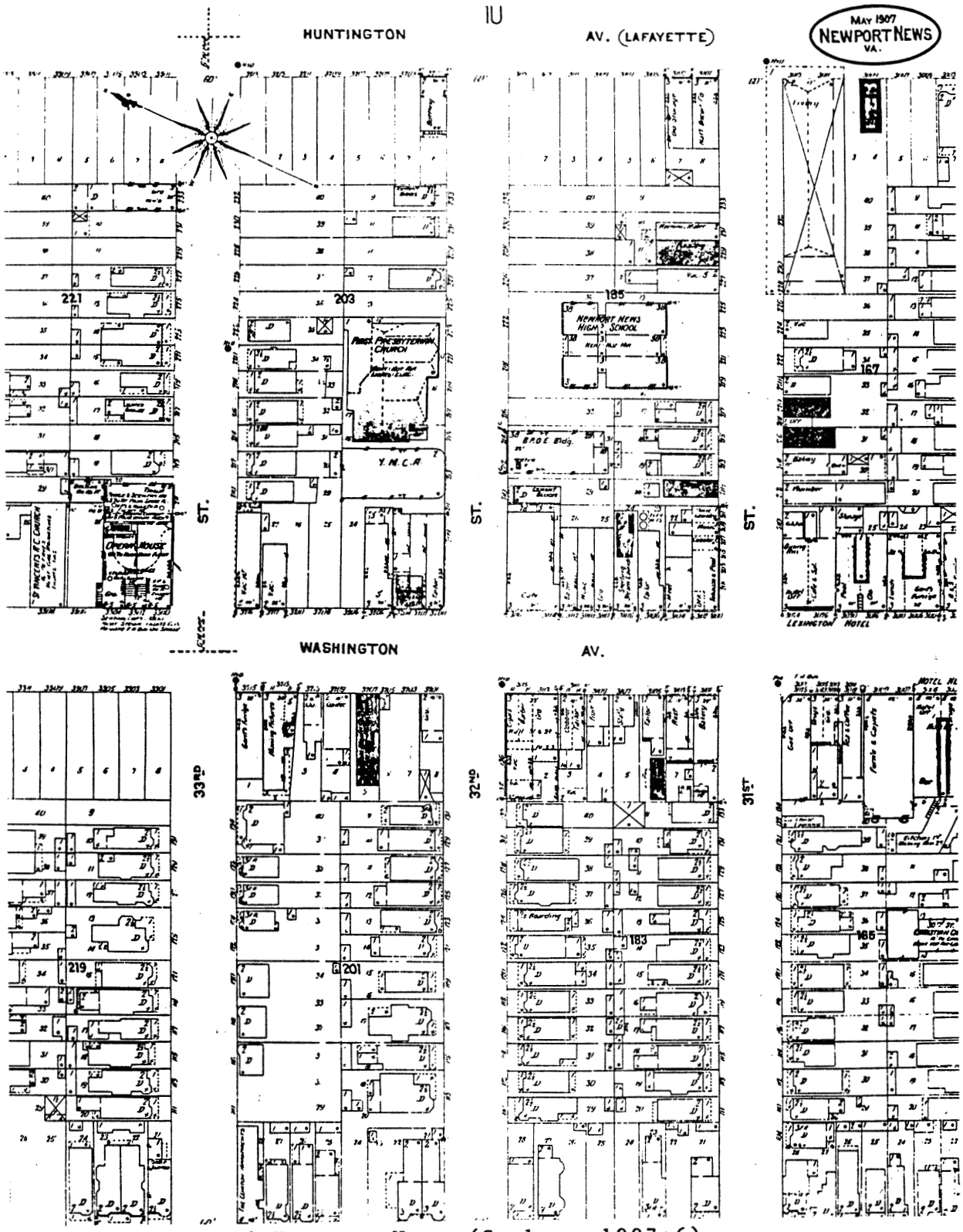


Figure 3:116 Newport News (Sanborn 1907:6).

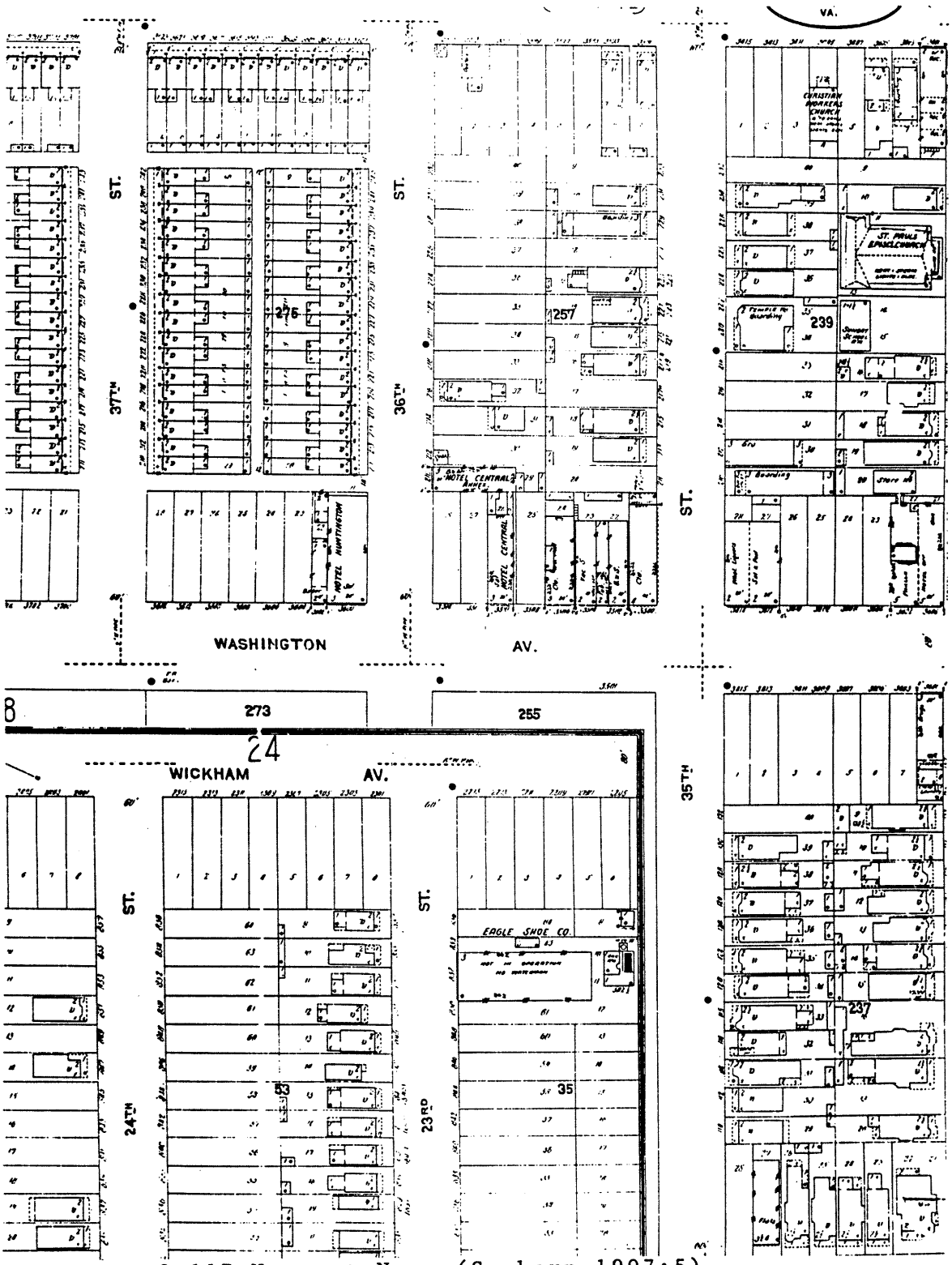


Figure 3:117 Newport News (Sanborn 1907:5).

On the east side of the C & O main line, relatively little new development occurred in the blocks between 20th and 36th Streets. The Kanawha Grain Company, by 1907, was occupying the property on 34th Street that formerly had been utilized by the Consumers Light, Heat and Ice Company's electrical generating plant. The We-Us Hotel had been built upon the northeast corner of 24th Street and Warwick Avenue. In the blocks bound by Jefferson and Madison Avenues, 19th and 24th Streets, a number of new dwellings had been erected upon formerly vacant lots. Small-scale commercial development, such as grocery stores, barber shops and laundries, were scattered throughout these neighborhoods. Residential growth was significantly more dense between 25th and 29th Streets, beyond which point it was sparse. Between 1903 and 1907 a greenhouse complex had been erected on three lots abutting Madison Avenue, between 27th and 28th Streets. Little change was in evidence along Ivy Avenue, where dwellings were interspersed with tenements and neighborhood businesses (Sanborn 1907) (Figures 3:118 through 3:121).

Between Madison and Marshall Avenues, from 18th to 32nd Streets, a modest amount of residential growth had occurred. The Wesley Grove Christian Church stood on a lot that faced 19th Street, near Madison Avenue. Directly across from the 23rd Street School was the Zion African Methodist-Episcopal Church, which had been built on a double-wide lot that had been vacant in 1903. To the west of Wickham Avenue, between 23rd and 25th Street, housing density had increased, but there was little discernable change in the neighborhoods between Wickham and Roanoke Avenues. Only a few scattered dwellings were located in the blocks to the north of 29th Street (Sanborn 1907) (Figure 3:122).

As the neighborhoods to the east of Roanoke Avenue became more populous, local businesses moved into the area. The 2600, 3000 and 3100 blocks of Chestnut Avenue contained stores, shops and a laundry. Three new churches had been built: an Episcopal church (near the northwest corner of Chestnut Avenue and 22nd Street, next door to the public school); the Second Presbyterian Church (on 24th Street); and the Friends Church (on the southeast corner of Roanoke and 26th Street). There was a modest amount of new residential development in the triangular area hemmed in by 29th Street, Oak (or Norwood) Avenue, and County Road. To the south of 25th Street and east of Chestnut Avenue were small neighborhoods that consisted primarily of single family homes. To the north of 25th Street, housing density had increased somewhat since 1903 (Sanborn 1907) (Figures 3:123 and 3:124). By 1907, acreage on both sides of Salters Creek had been laid out into streets and lots. A wooden bridge that connected 27th Street and Venable Avenue linked this suburb to the rest of the city. Relatively small lots, some of which contained dwellings, characterized this area. Along the banks of the James River, overlooking Hampton Roads, were a few single family dwellings that were situated on oversize lots. Two large boarding establishments (The Anchorage and The Elmwood) shared this view of Hampton Roads

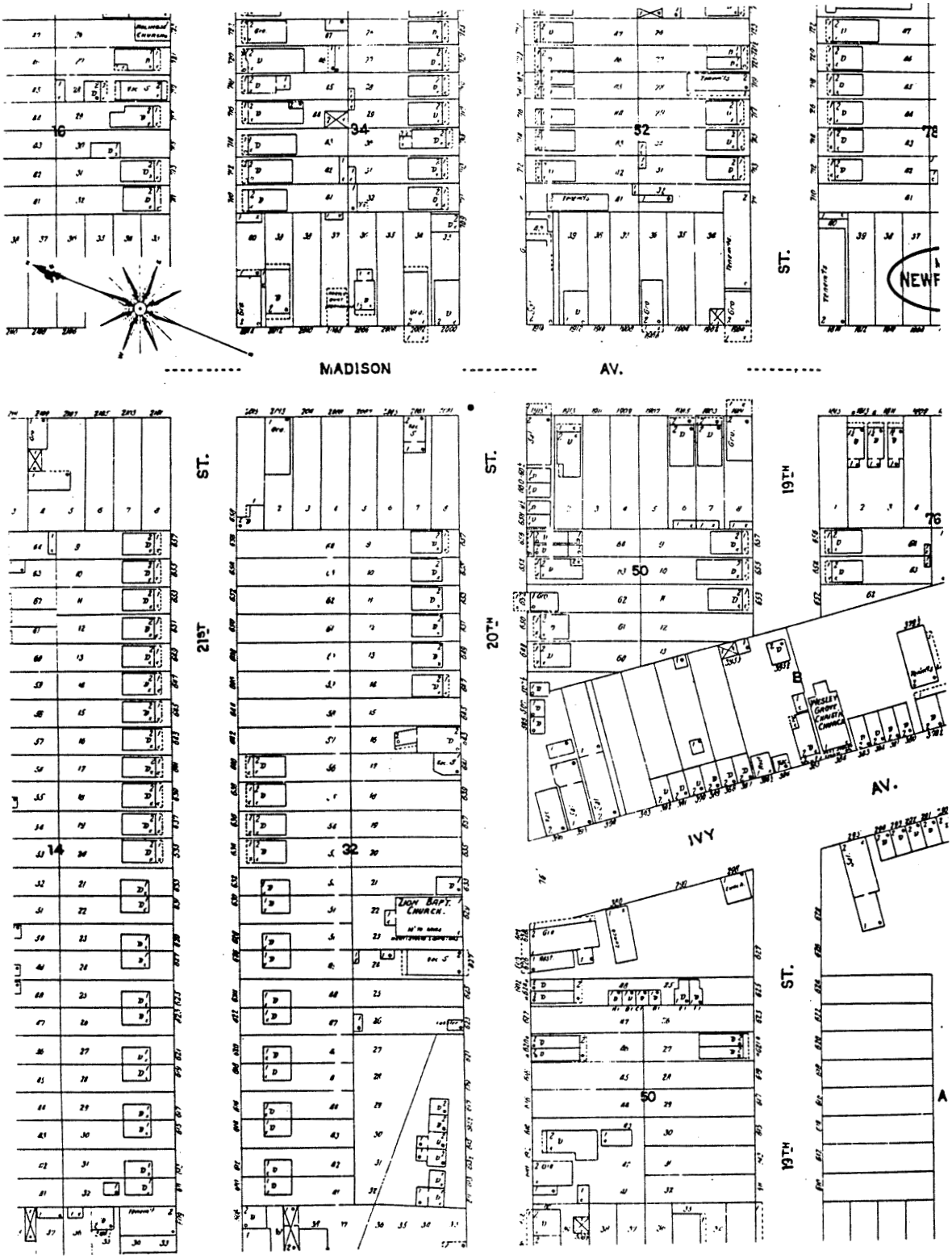


Figure 3:118 Newport News (Sanborn 1907:20).

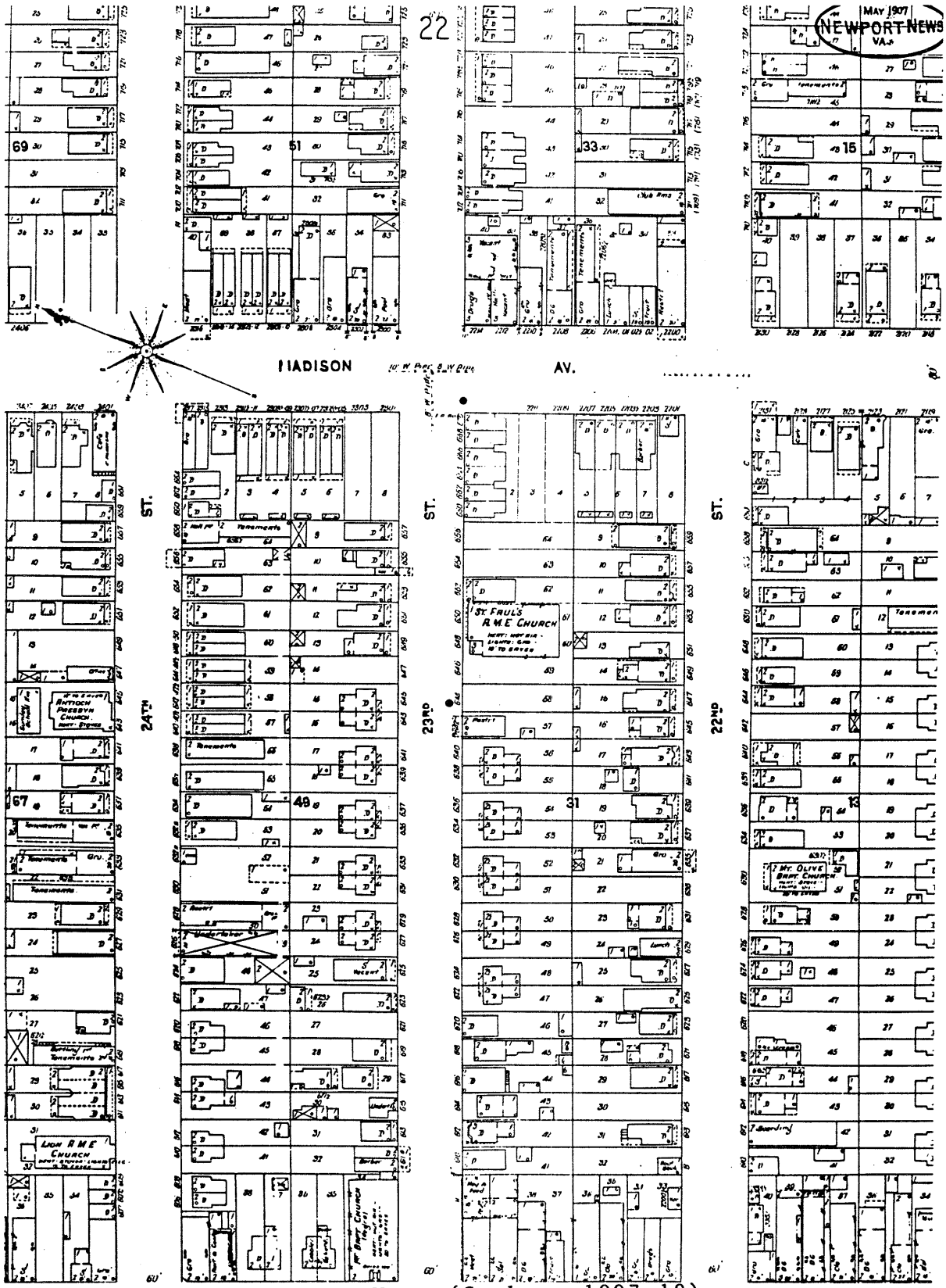


Figure 3:119 Newport News (Sanborn 1907:19).

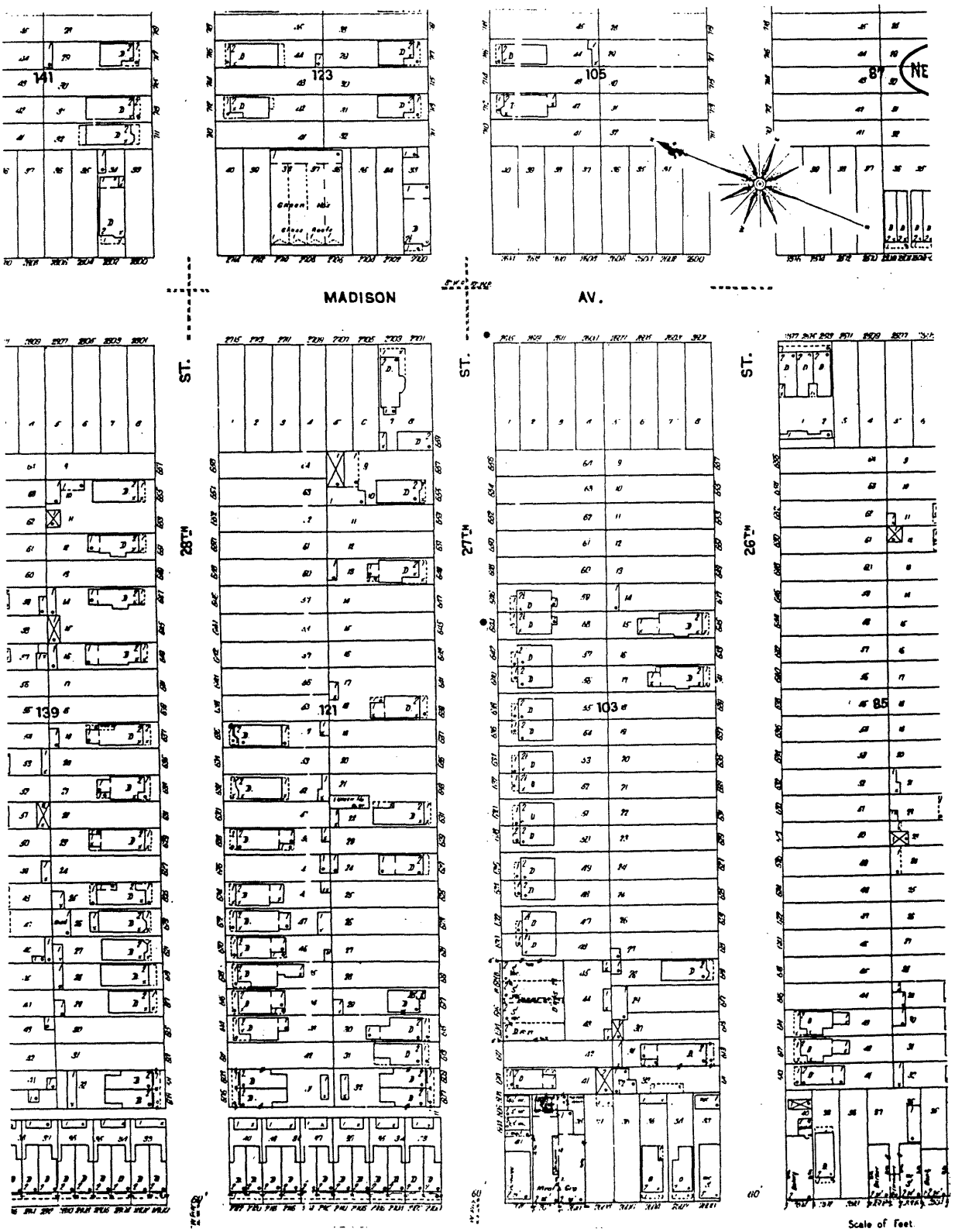


Figure 3:120 Newport News (Sanborn 1907:18).

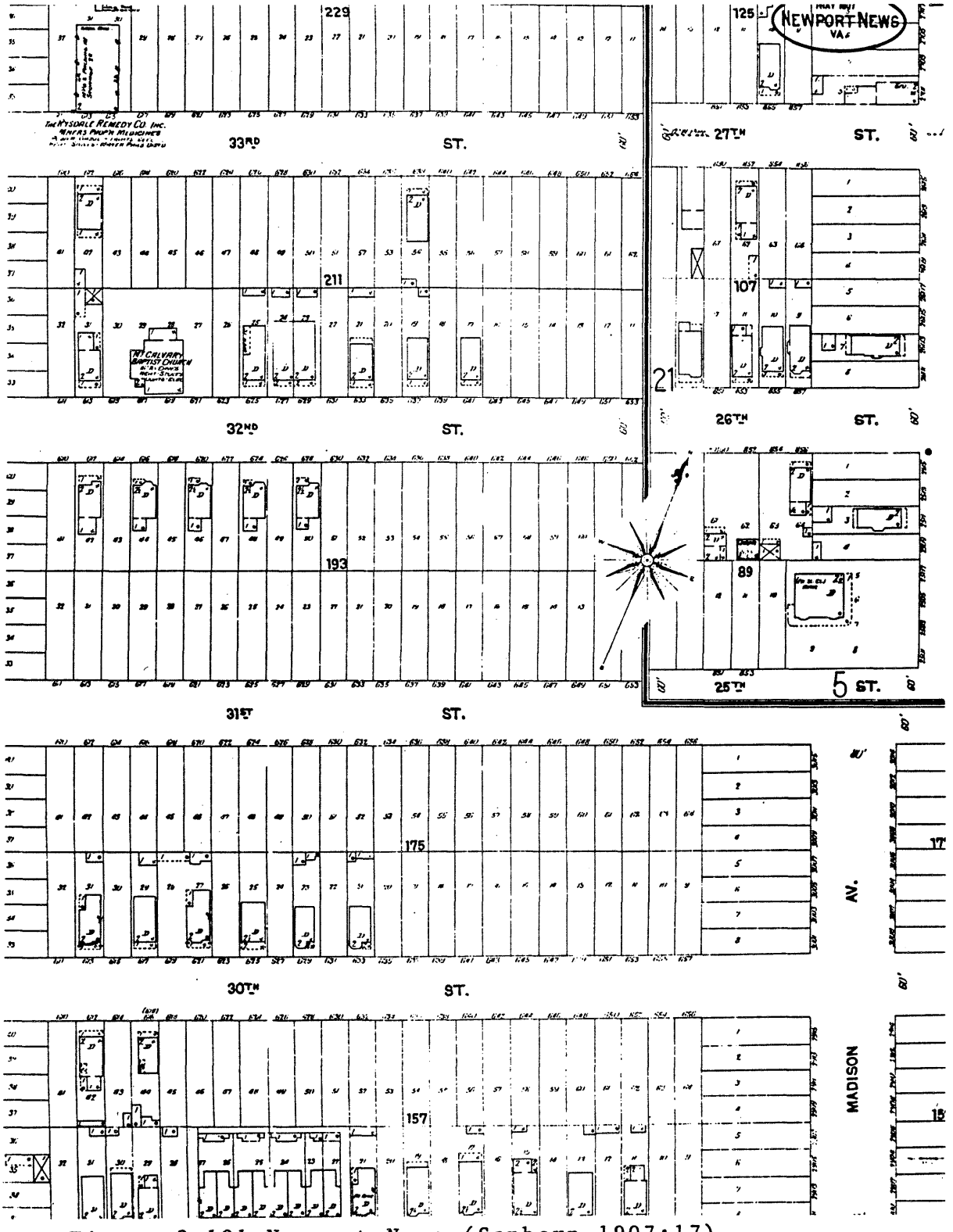


Figure 3:121 Newport News (Sanborn 1907:17).

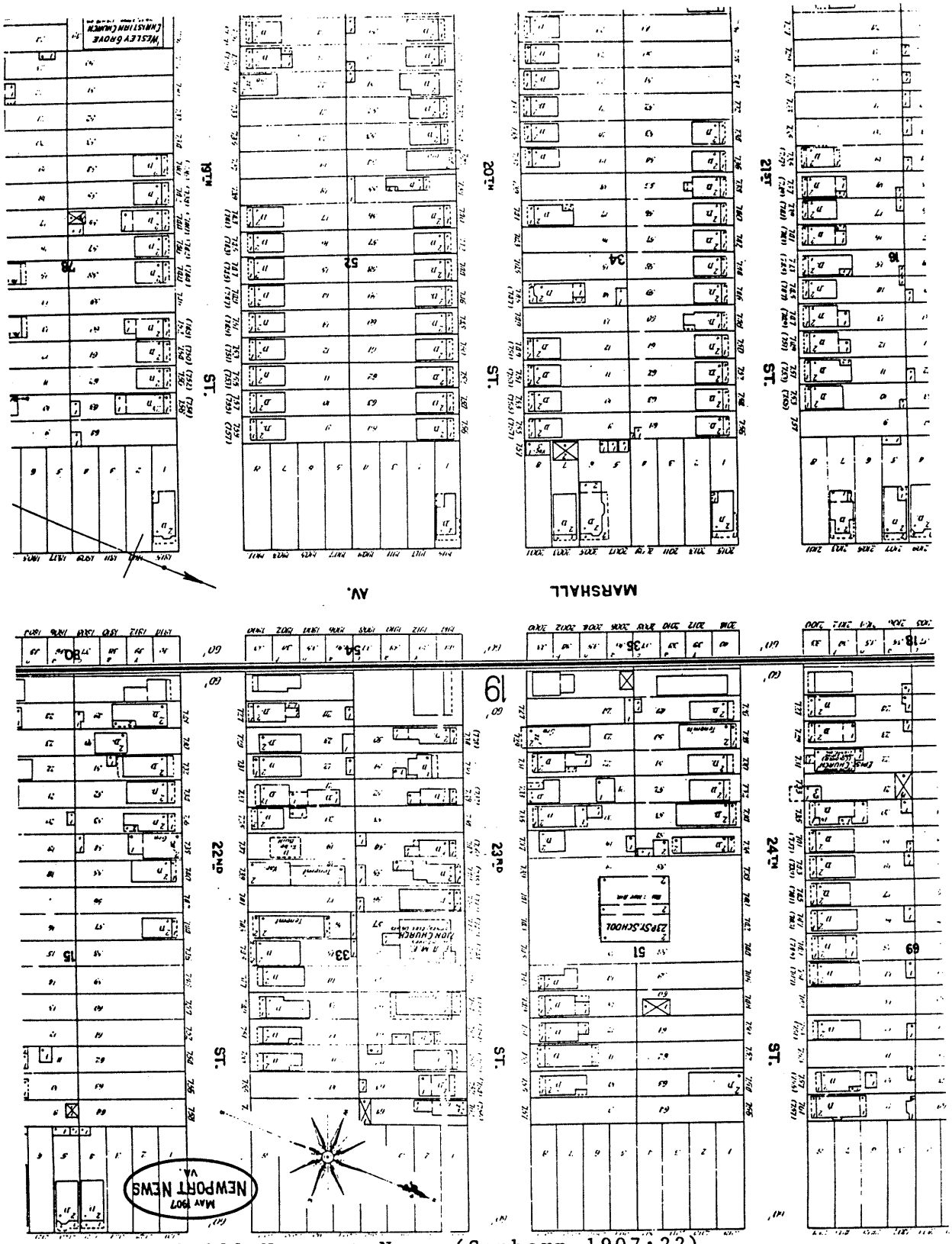


Figure 3:122 Newport News (Sanborn 1907:22).

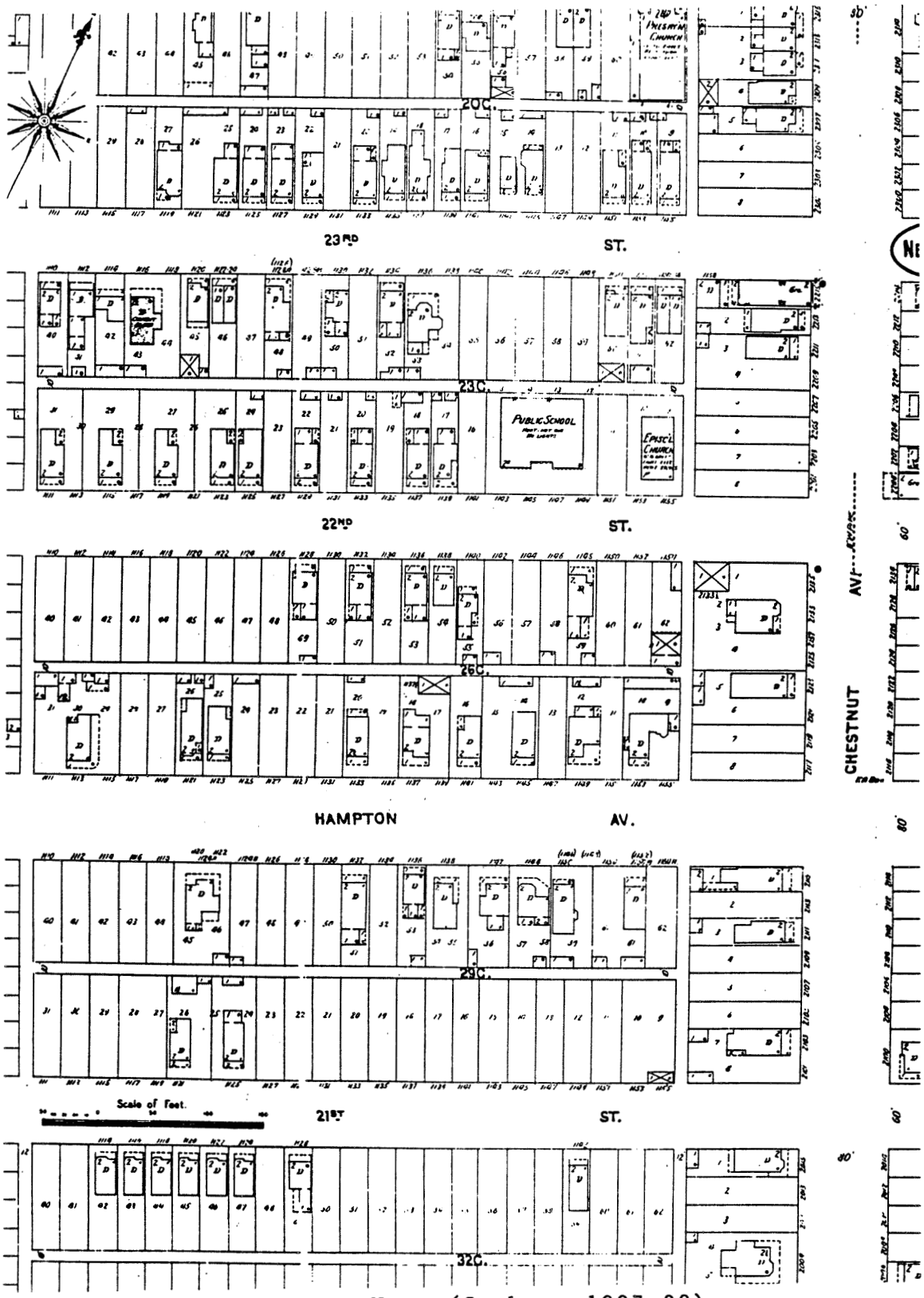


Figure 3:123 Newport News (Sanborn 1907:28).

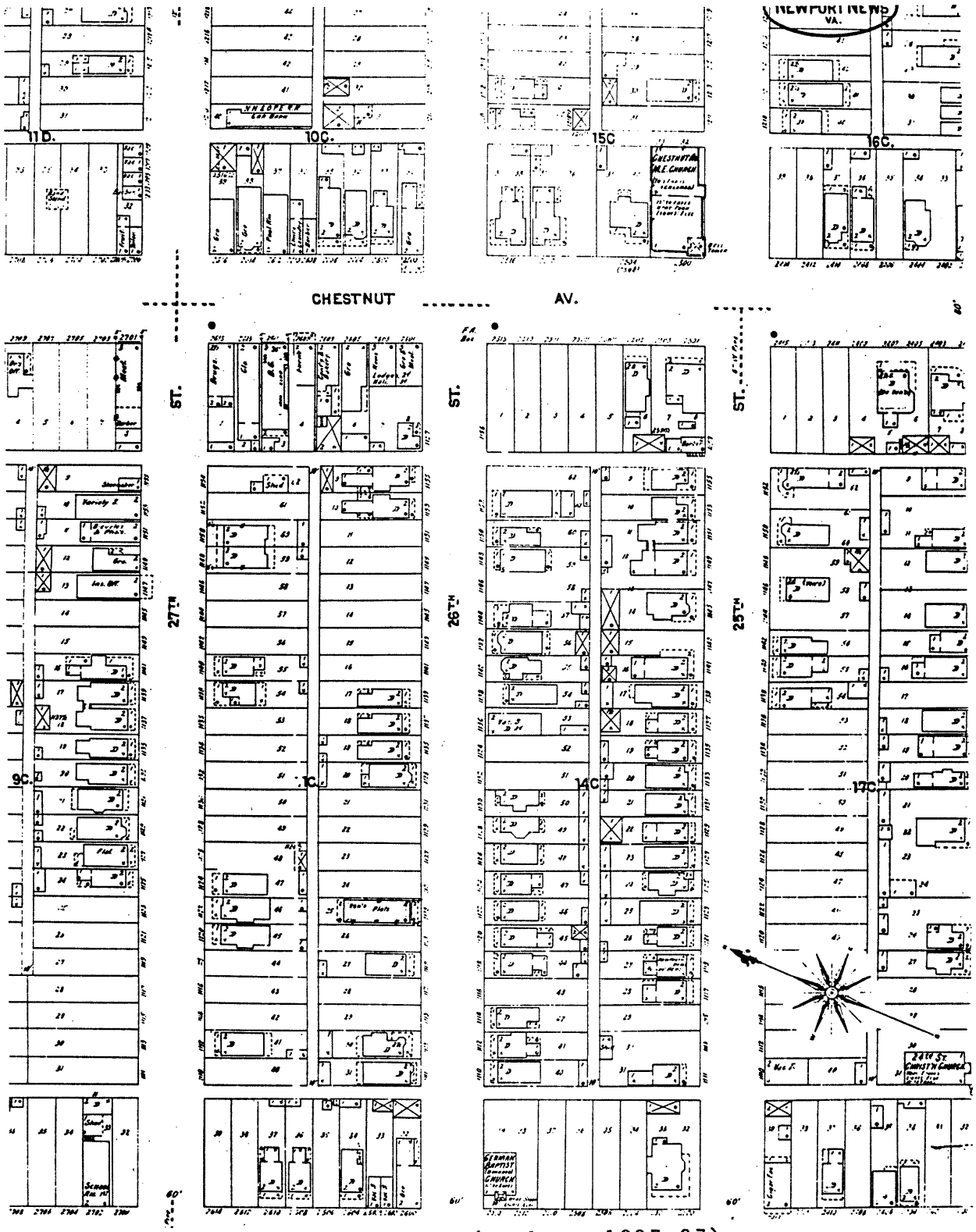


Figure 3:124 Newport News (Sanborn 1907:27).

with the Elizabeth Buxton Hospital and a bath house (Sanborn 1907) (Figures 3:125 and 3:126).

Newport News in 1910

The 1910 census for Newport News reveals that Newport News was even more culturally diverse than it had been a decade earlier. Once again, foreign-born residents were asked to list their native country and to indicate whether they spoke English and were U. S. citizens (and if so, when they had been naturalized). Living in Newport News were immigrants from Newfoundland, Nova Scotia, Lithuania, Poland, Turkey, Russia, the Bahamas, Austria, Germany, Ireland, India, China,[31] France, Wales, England, Greece,[32] Holland, Switzerland, Canada, Scotland, Norway, Hungary, Sweden, Denmark, Italy, Portugal, Spain and Finland. All of the Russians in the census indicated that their principal language was Yiddish, an indication that they were Jewish; many of these individuals had obtained their citizenship in 1890 (Newport News Census 1910).

Newport News' black citizens were obliged to list the name of the county in which they had been born. That more than half of the city's blacks had been born elsewhere suggests that they had moved into the area, seeking employment. Many of the city's black men were laborers, whereas the majority of job-holding black women were domestic servants. Although blacks and whites lived in the same magisterial districts, they were listed separately. The majority of those who lived in the First District was predominantly white, whereas the Second District contained people of both races (Newport News Census 1910).

The Jim Crow Era

At the onset of the twentieth century many white Virginians were uncomfortable with the freedoms blacks had enjoyed since the Civil War and were anxious to see a return to the bygone era. The Underwood Constitution, which was radified in 1868, contained an article permitting for revision at the end of 20 years. Although the constitution was not altered in 1888, by May 1900 interest in change re-surfaced. The new constitution limited voter rights while declaring that it would "disfranchise no one who had voted prior to 1861." The proposed constitution was approved by an overwhelming majority and became the law of the land on May 29,

---

[31] Throughout Newport News' neighborhoods were launderies that were operated by the Chinese. Some may have come to the area seeking work on the railroad (Newport News Times-Herald 1978:38).

[32] It is estimated that in 1919 there were eight Greek families in Newport News, most of whom resided on 25th, 26th and 27th Streets between Huntington and Virginia (now Warwick) Avenues. Some Greek males came to Newport News seeking jobs in the shipping industry; others worked in local machine shops. Nicholas Markos operated a cigar and novelty shop in Newport News (Newport News Times-Herald 1978:28-29).

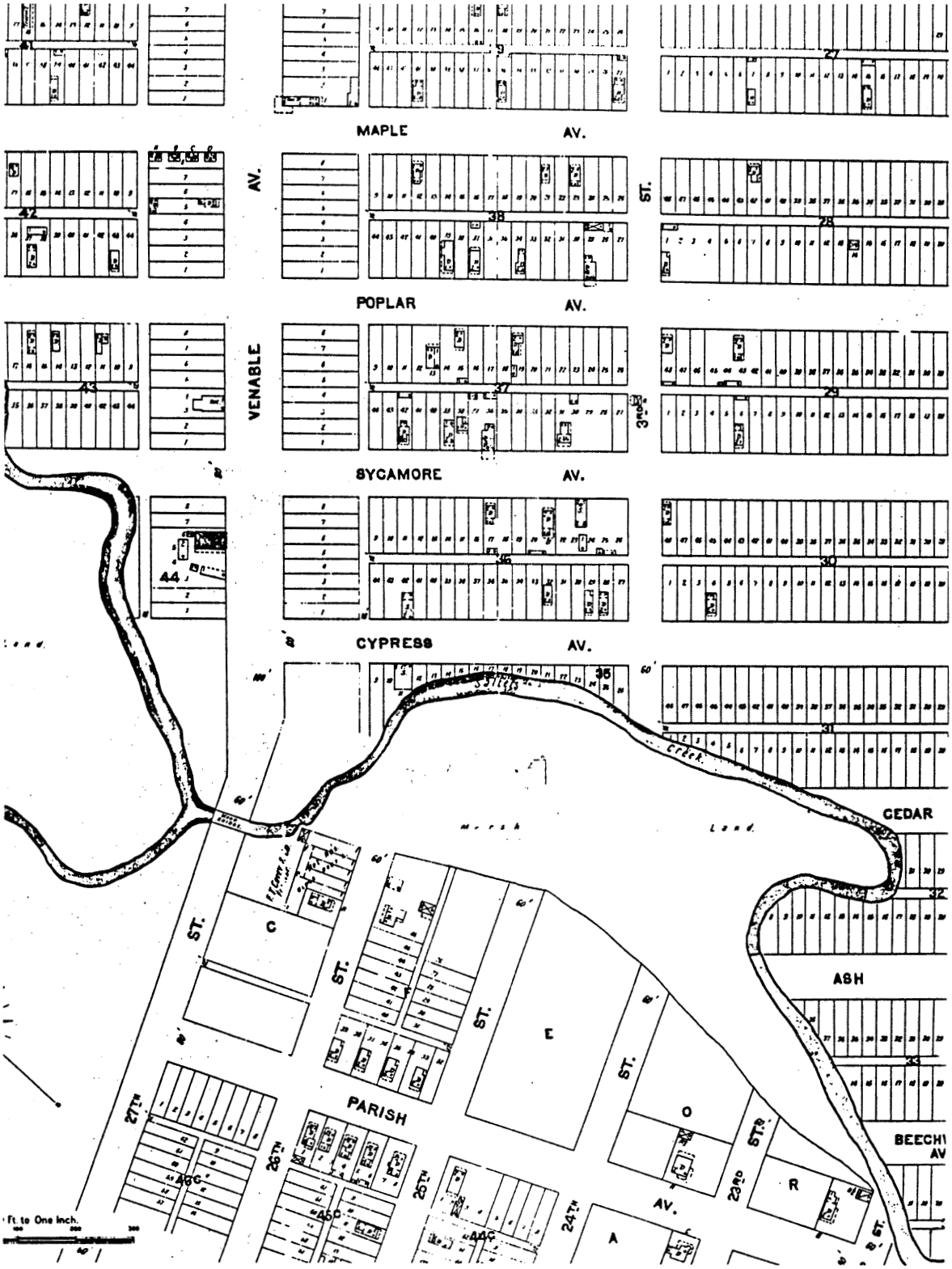


Figure 3:125 Newport News (Sanborn 1907:39).

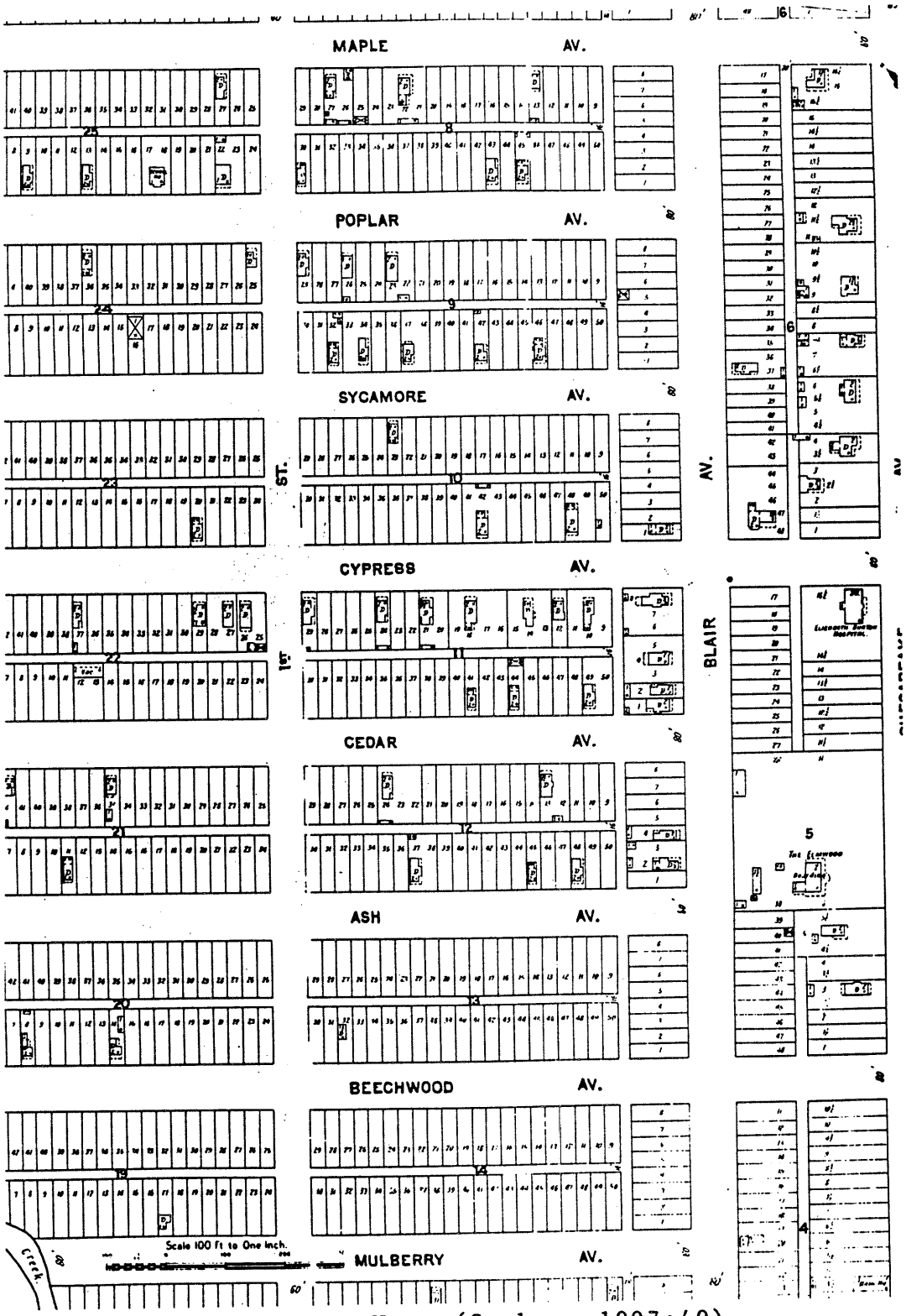


Figure 3:126 Newport News (Sanborn 1907:40).

1902 (Katz 1940:237-244).[33]

In 1912 the Virginia legislature enacted a law setting up "segregation districts" which made it "unlawful for any colored person to move into a white district, or a white person to move into a colored district." It was at this time that Virginia's "Jim Crow" housing laws were enacted. The result was racially segregated housing that was enforceable by law (Katz 1969:237-244). In 1903 the Sanborn Insurance Company's personnel, when preparing maps of Newport News, commenced identifying certain public facilities, such as schools and churches, that blacks utilized. As a consequence, the Sanborn maps reflect in part Newport News' racial distribution patterns. By 1925 a bill was passed that required the separation of whites and blacks in all public buildings (Katz 1944:244).

1911 to 1920

The 1913 Sanborn Map

Between 1907 and 1913 the C & O Railway's coal piers underwent extensive renovation. Pier No. 11 was razed, as were some of the buildings near its entrance, and replaced by other structures and a road was built that ran parallel to the river passed by the old pier site. A new steel coal tressel was erected and designated Pier No. 9. To the north of Pier No. 8, where there previously had been a single railroad car float ferry, a second track and an additional ferry slip were built. Pier Nos. 4, 5, and 6 were identified as warehouses. Along 18th Street, few changes were in evidence; a number of new dwellings had been constructed along Newport News Avenue. Inland, near the point where the C & O main line curves sharply to the east, were the facilities of the New River and Pocahontas Consolidated Coal Company's car repair shops, which had been erected since 1907 (Sanborn 1913) (Figures 3:127 through 3:129).

On 23rd Street a new wholesale grocery warehouse stood upon a formerly vacant lot. At the corner of West Avenue and 24th Street, the Hotel Warwick Annex had been torn down and replaced by an office building. Across 24th Street, the hotel's laundry had expanded to encompass three lots and an ancillary facility. On Washington Avenue, between 23rd and 25th Streets, was an array of restaurants, saloons, a drug store, liquor and tobacco wholesalers, and a produce store. A cigar factory was located on the southwest corner of 25th and Washington. In the vicinity of 23rd Street were tenements that were occupied by blacks. Vacant buildings, dwellings and small business establishments were scattered randomly throughout these neighborhoods. At the west end of 31st Street, the Newport News Yacht Club's pier protruded

---

[33]In 1899, Virginia's governor, J. Hoge Tyler, reportedly was obliged to share sleeping accommodations on a train with two negroes. His objections culminated in a law that was passed in 1899, requiring separate railway cars for blacks and whites; later, steamboats also were segregated. In 1904 a segregation law was adopted that applied to street cars (Katz 1940:237-244).

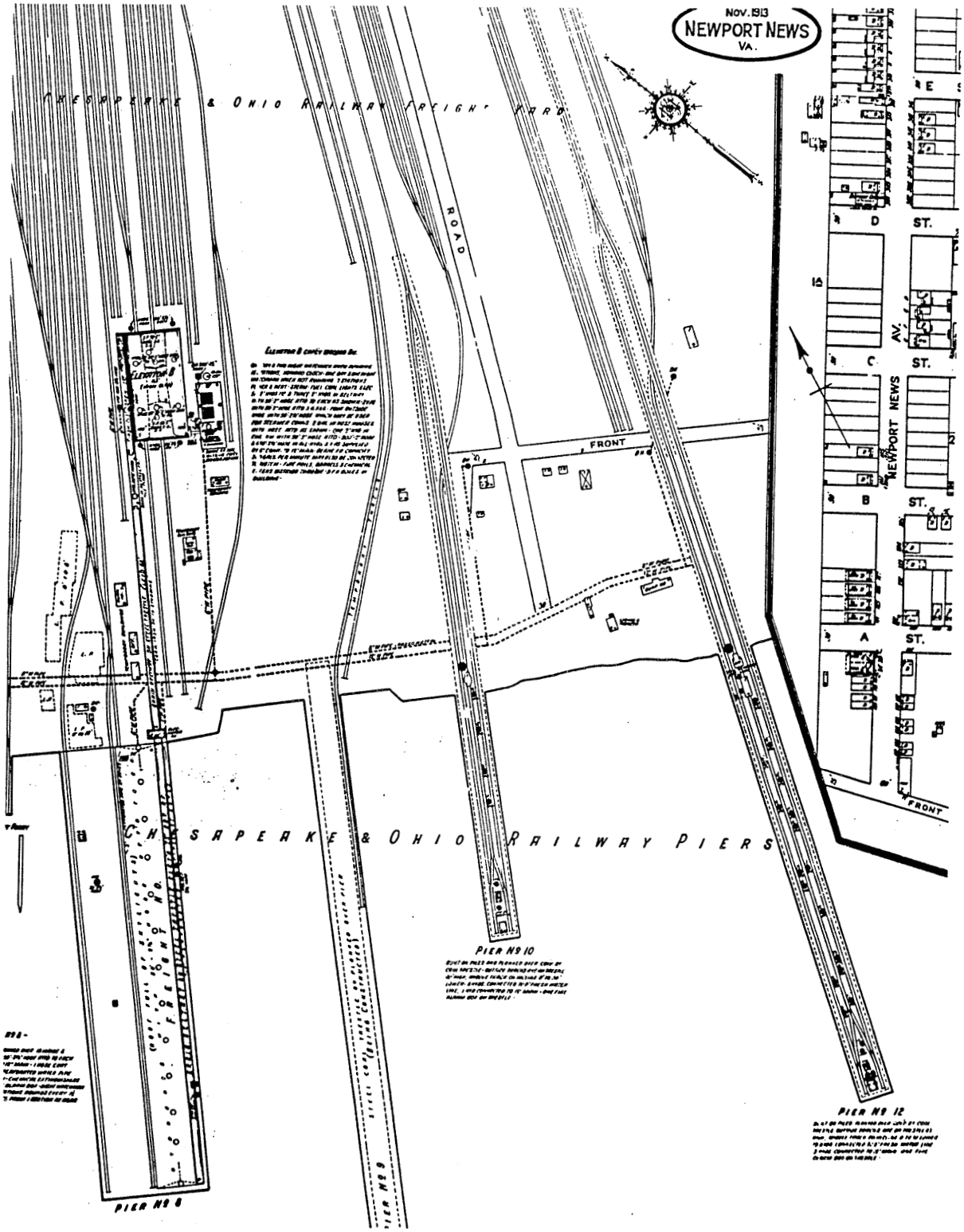


Figure 3:127 Newport News (Sanborn 1913:41).

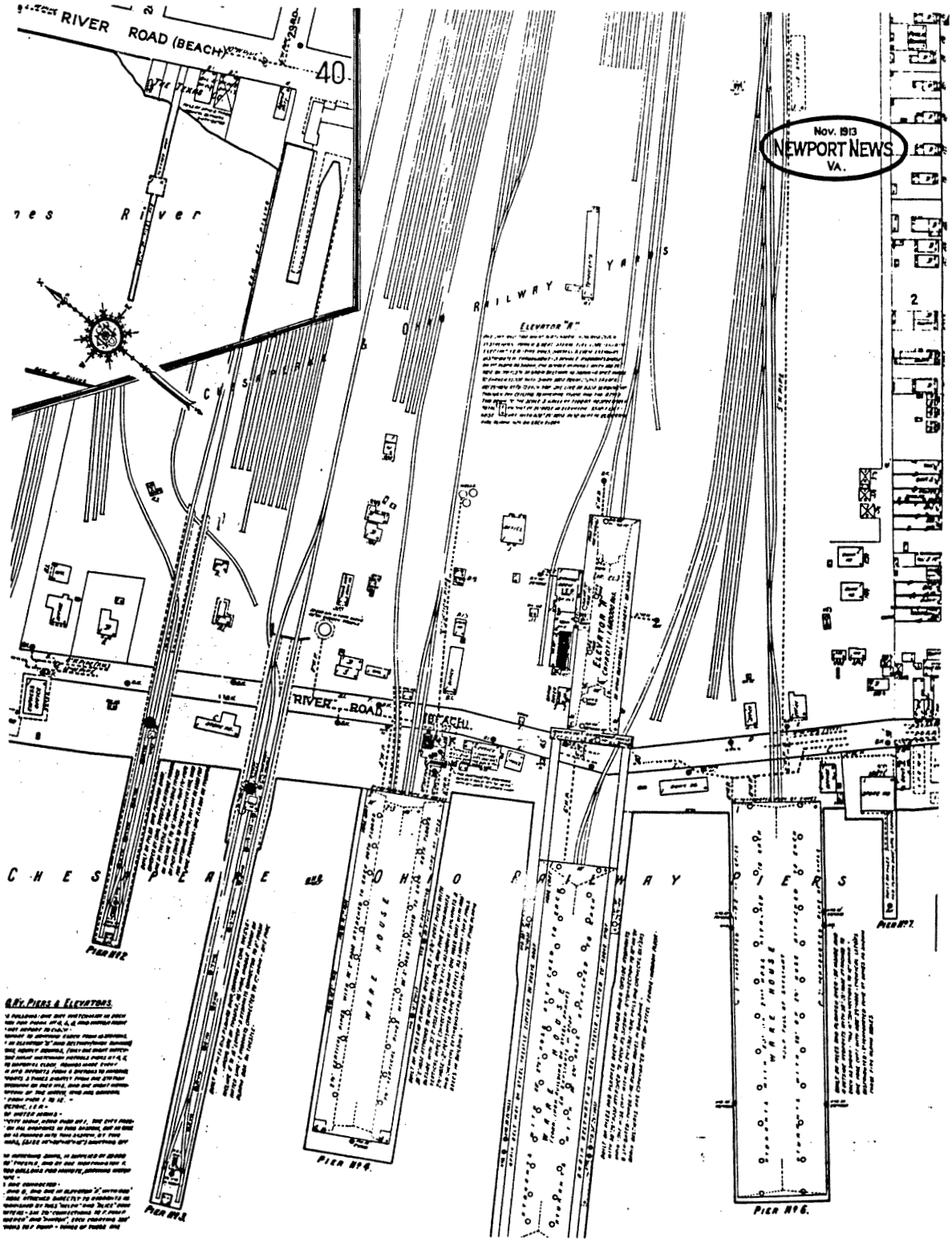


Figure 3:128 Newport News (Sanborn 1913:40).

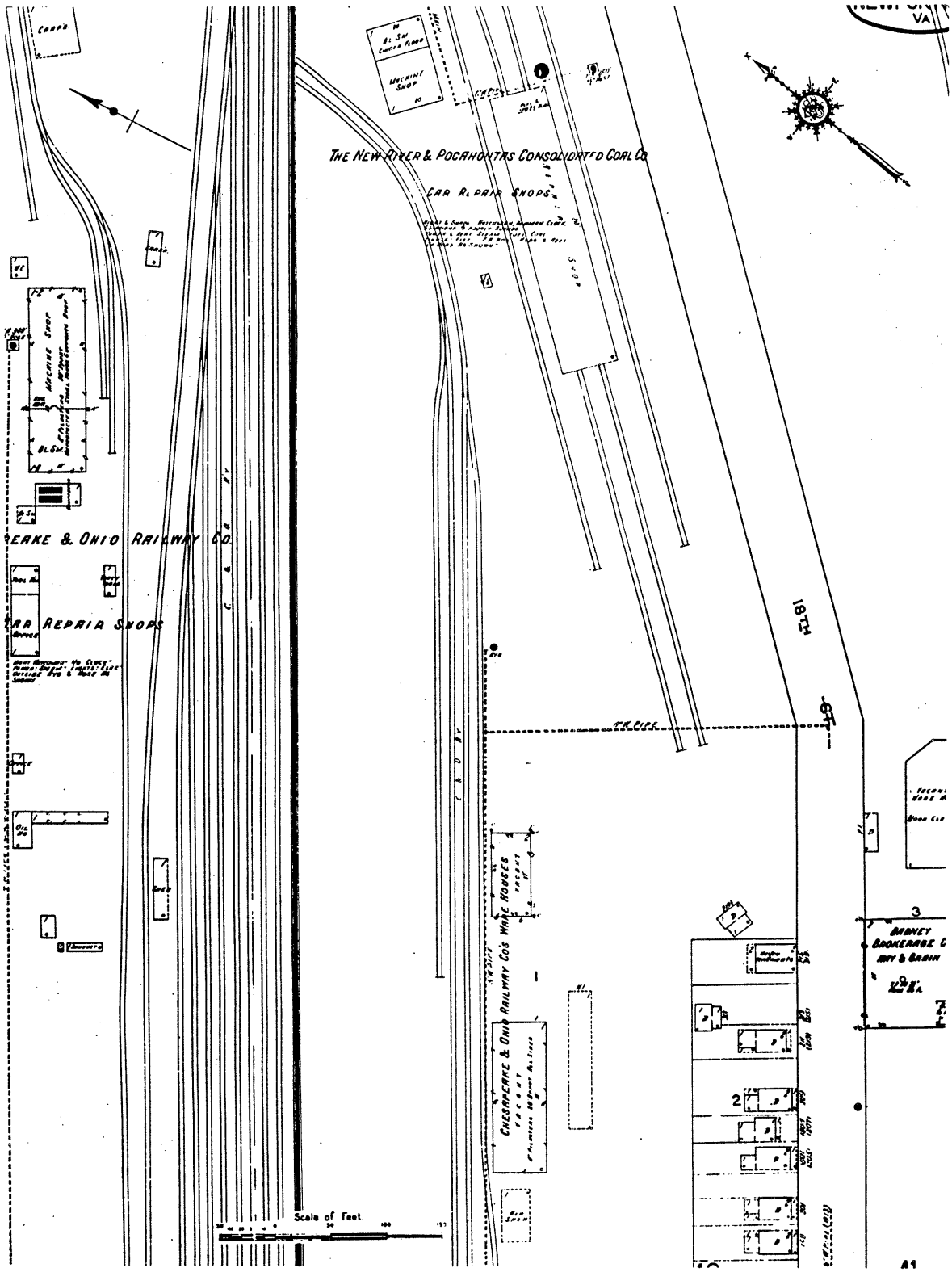


Figure 3:129 Newport News (Sanborn 1913:42).

into the James River. Along both sides of 32nd Street, between West Avenue and the river, was a mixture of dwellings and flats, including an apartment building called The Frederick. Although a number of downtown lots were still vacant, development had increased modestly. On the northwest corner of Washington and 29th (diagonally across from Washington Square) was a fenced-in lot where open-air movies were shown and at the corner of 30th and Washington was a movie theater. The Elks Hall, in the 200 block of 32nd Street, faced north. Continuing Further up Washington Avenue, the old Opera House had been renamed the Academy of Music. At the corner of 35th Street and Washington Avenue, an apartment building called On the Severn sat opposite the Collis P. Huntington Kindergarten. The St. Francis Hospital was located near the southeast corner of West Avenue and 35th Street (Sanborn 1913) (Figures 3:130 through 3:133).

Between 1907 and 1913, a number of significant changes occurred in the blocks between Huntington (Lafayette) Avenue and the C & O main line. The Hoster Brewing Company had constructed new facilities on the south side of 24th Street, near Virginia Avenue, and the National Brewing Company had taken over one of the sites formerly occupied by the Citizens Railway, Light and Power Company's ice plant. The National Brewing Company's bottling works spanned both sides of Virginia Avenue. On 23rd Street, at the end of a railroad siding, was a freight house owned by the C & O. The Newport News Fire Department's headquarters were at a site near the southeast corner of Huntington Avenue and 28th Street. Moving northward within the Huntington-Virginia Avenue corridor, development became increasingly light. The American Tobacco Company's cigar factory, which had stood on the northeast corner of Virginia Avenue and 34th Street, in 1907 was identified as a "burned ruin" (Sanborn 1913) (Figures 3:134 and 3:135). In 1913, the character and general appearance of the neighborhoods to the north of 37th Street reflected little change, other than the addition of an occasional grocery store, bakery or other service-oriented business. Between 1907 and 1913, the Newport News Shipbuilding and Dry Dock Company's foundry, between 40th and 41st Streets, had become somewhat more complex and the 46th Street Public School had been renamed the Stonewall Jackson School. An apartment building called the Colonial Flats stood on the southeast corner of Washington Avenue and 50th Street. Above 50th Street, in the North End, some previously vacant lots contained large homes that were constructed on oversized lots. The proportions and styling of the North End's houses and the size of the lots upon which they were built give mute testimony to their owners' affluence (Sanborn 1913) (Figure 3:136).

Between 1907 and 1913, relatively few changes occurred in the blocks enclosed the C & O main line, Jefferson Avenue, and 20th and 36th Streets, where residential and commercial development was intermixed with industrial facilities. There was, however, a very modest increase in overall housing density. Some of the tenements that had been in existence for several years prior to 1913 were identified as the homes of blacks. By 1913 the R. W. Newman and

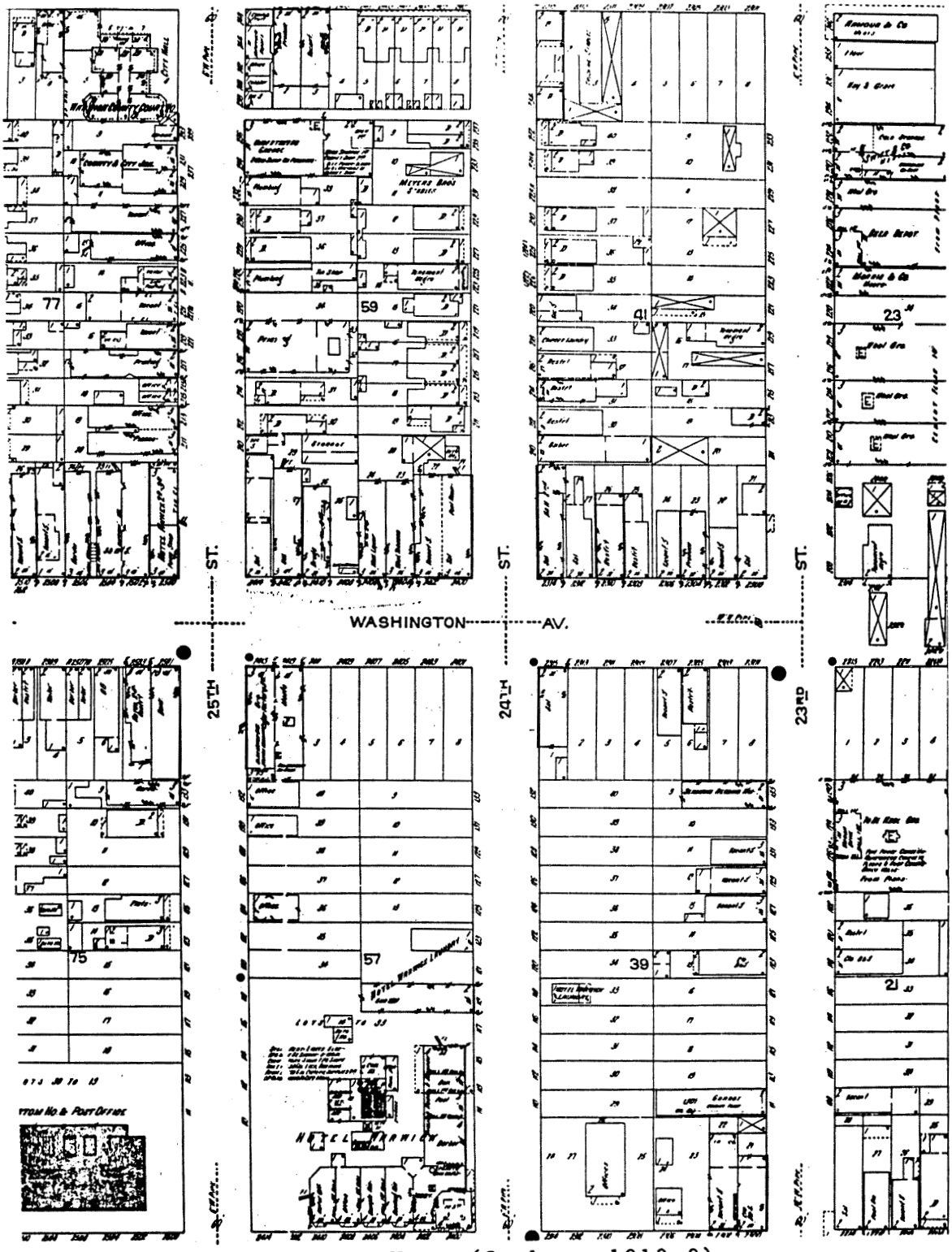


Figure 3:130 Newport News (Sanborn 1913:9).

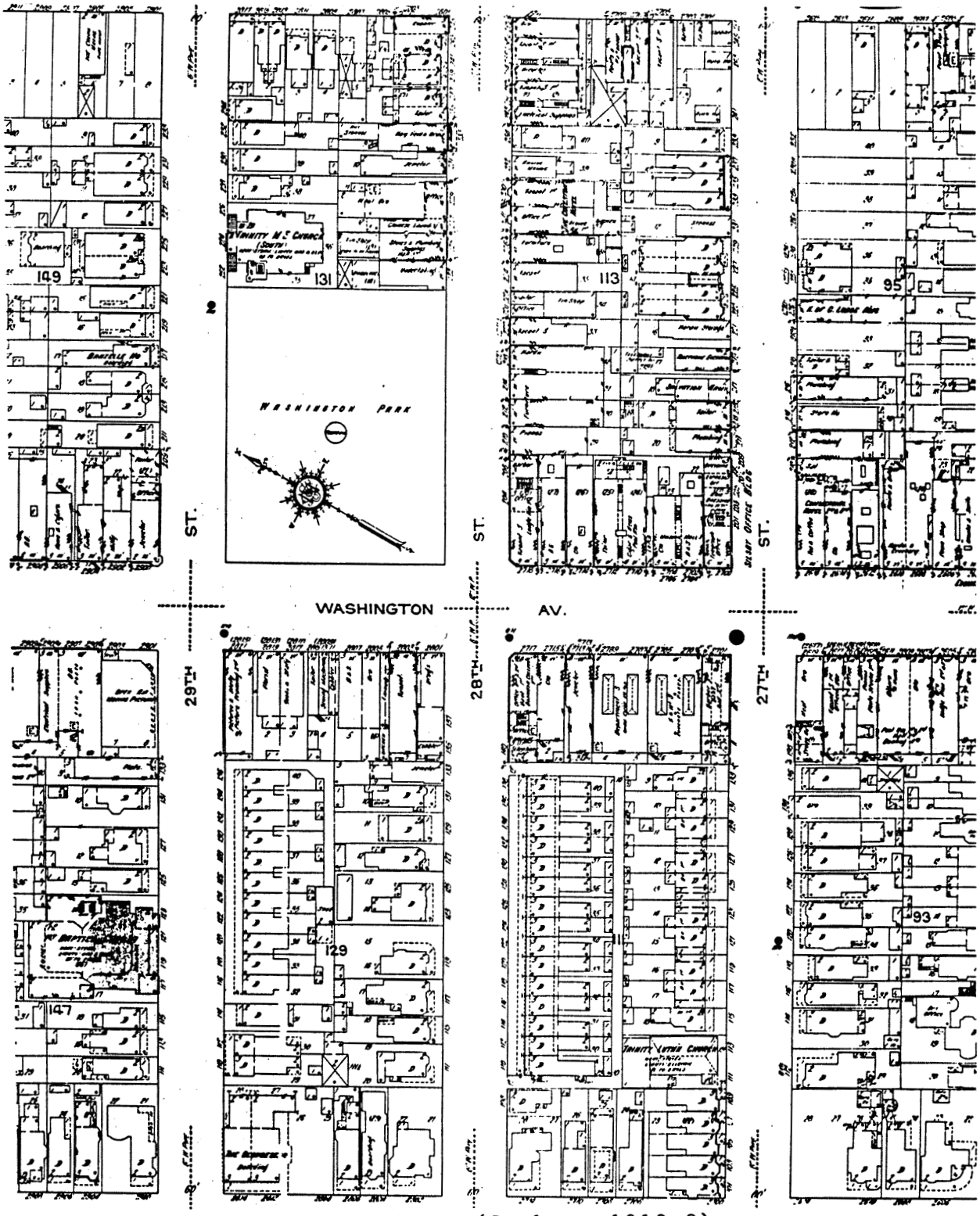


Figure 3:131 Newport News (Sanborn 1913:8).

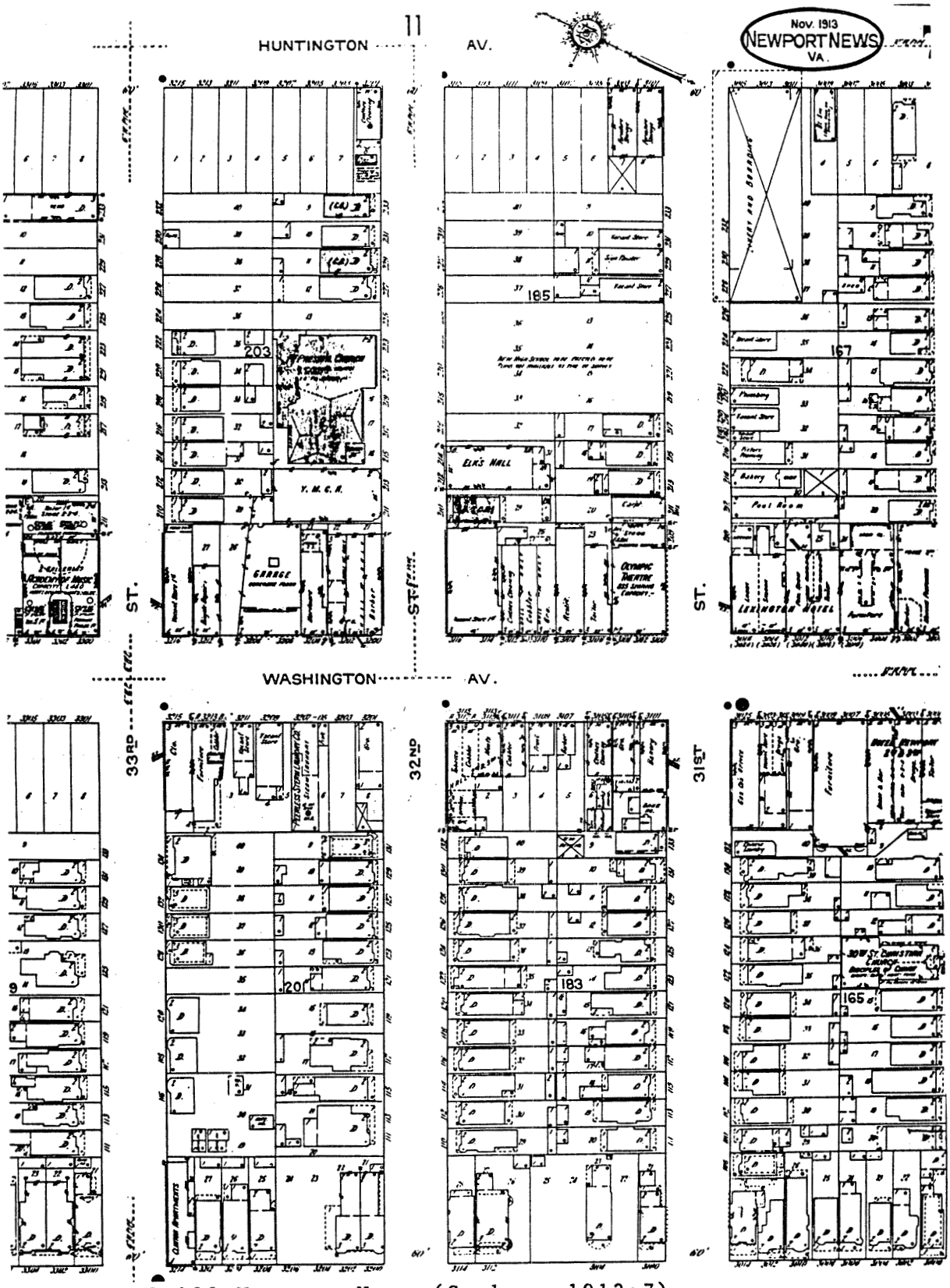


Figure 3:132 Newport News (Sanborn 1913:7).

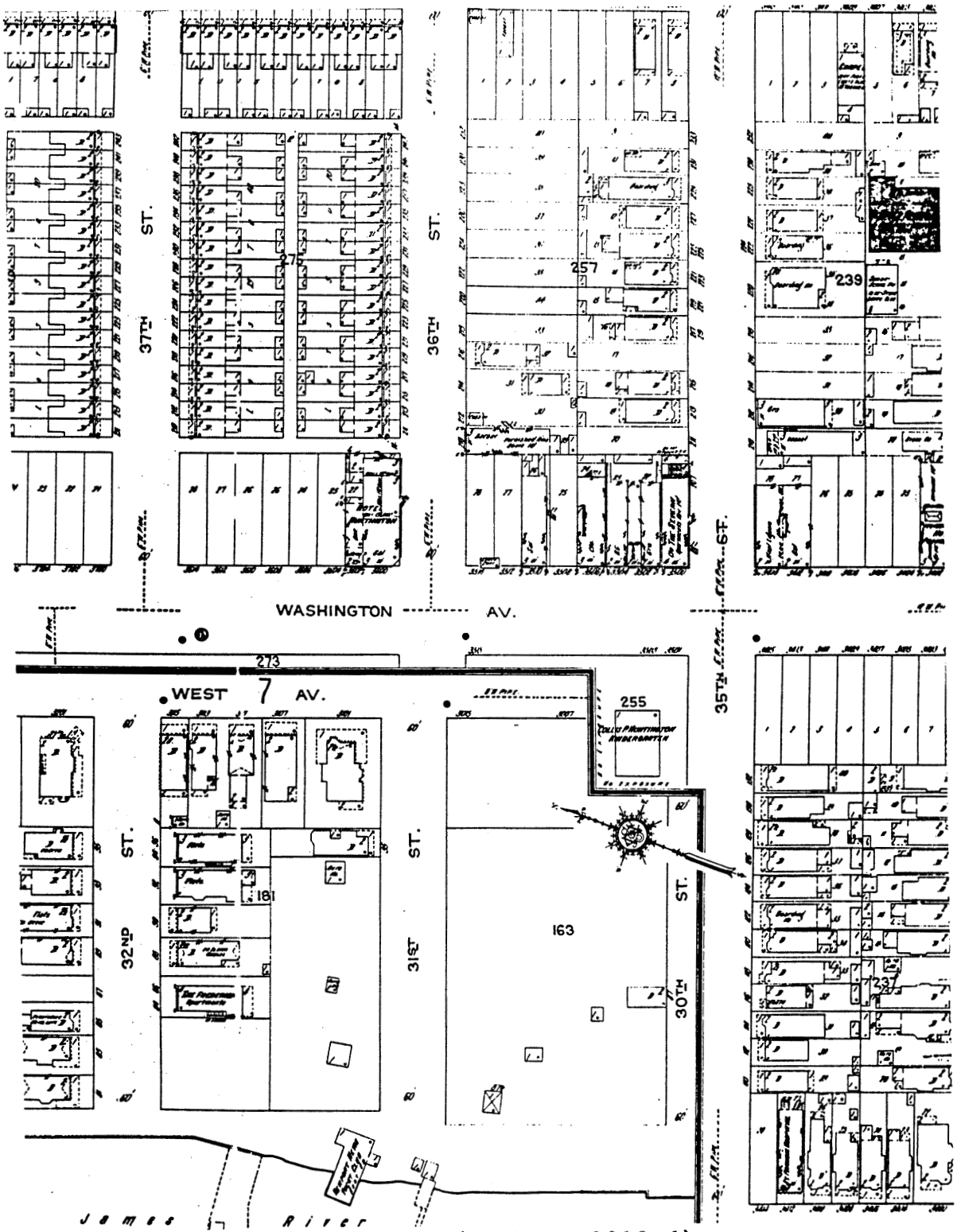


Figure 3:133 Newport News (Sanborn 1913:6).

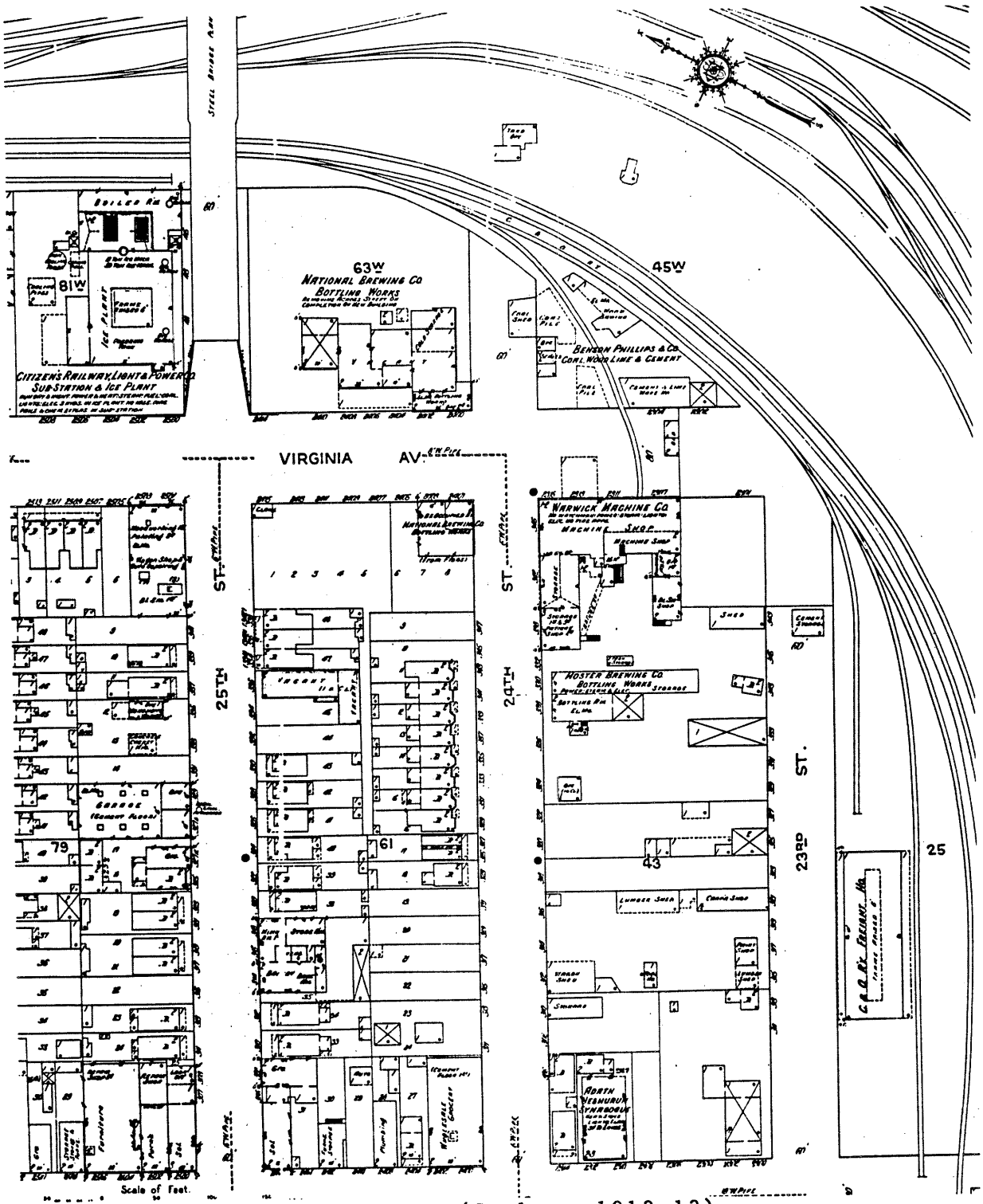


Figure 3:134 Newport News (Sanborn 1913:13).

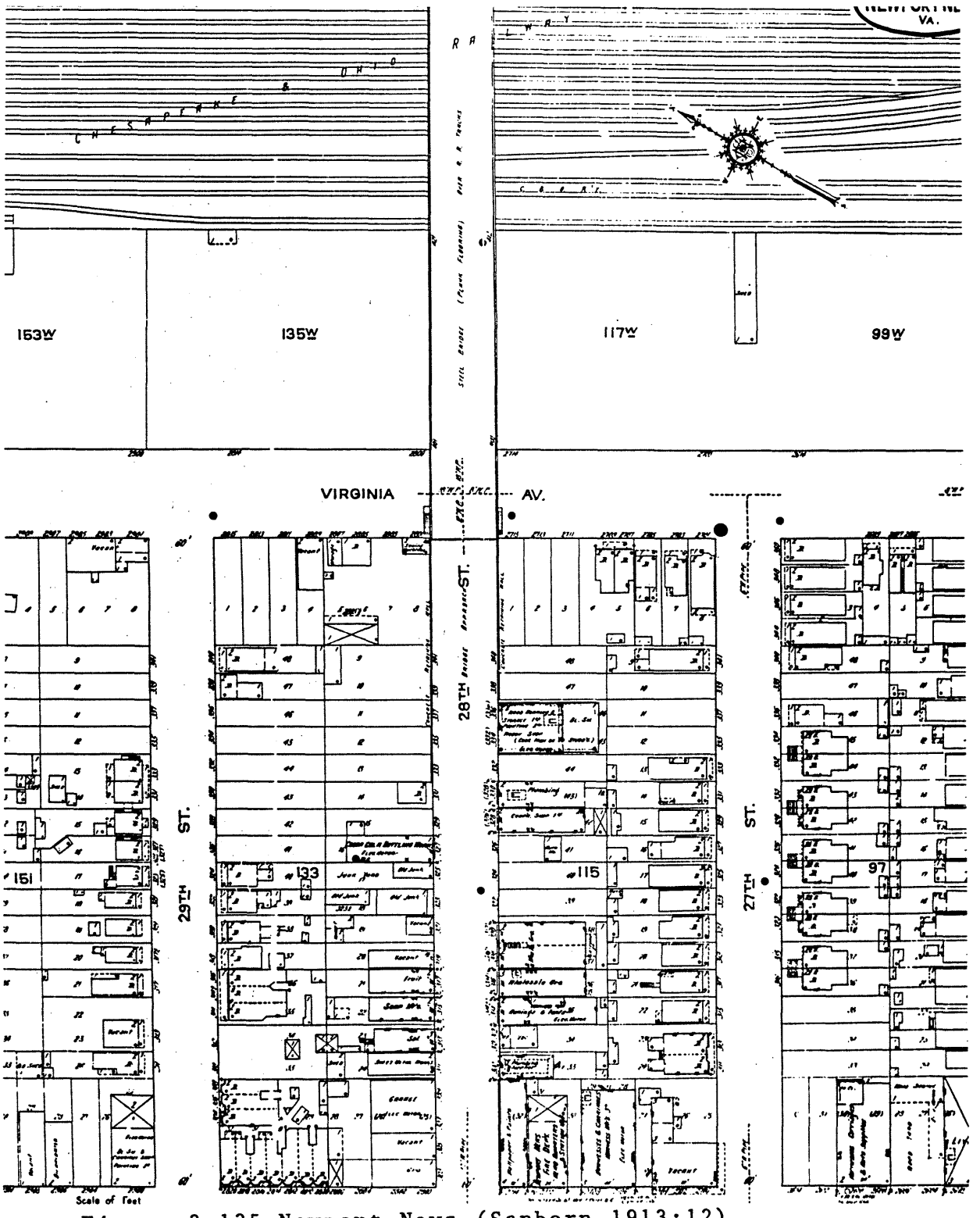


Figure 3:135 Newport News (Sanborn 1913:12).

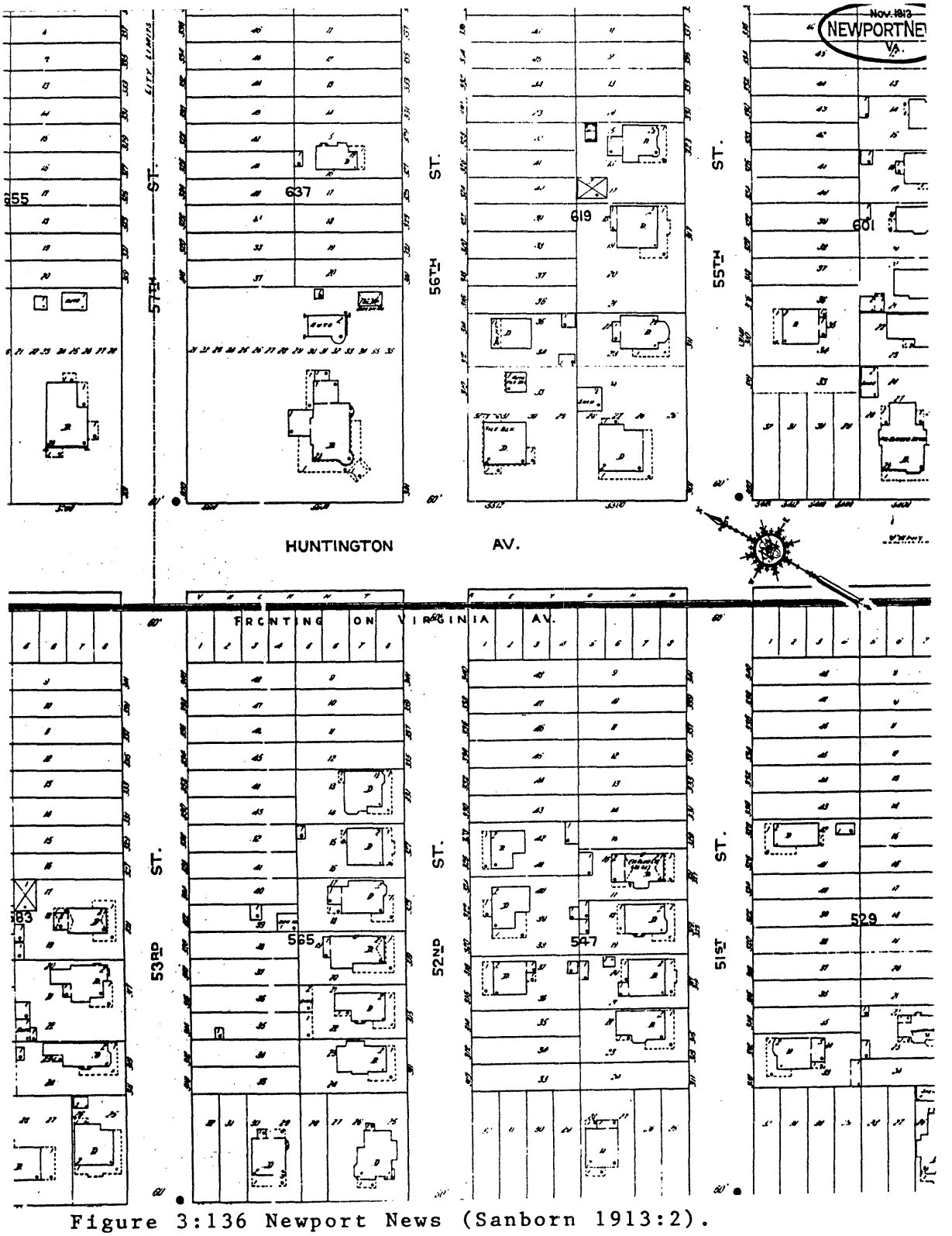


Figure 3:136 Newport News (Sanborn 1913:2).

Company Planing Mill complex (on 31st Street, near the C & O lines) was destroyed by fire. A veneer factory was located on the opposite side of 32nd Street and to the north. The Kanawha Grain Company's facilities had, by 1913, been taken over by the Newport News Gas Company and Citizens Railway, Light and Power Company (Sanborn 1913).

Little appreciable change had occurred in the area between Jefferson and Madison Avenues and 19th and 23rd Streets, where the overwhelming majority of the homes were occupied by blacks. On 24th Street, to the west of the Antioch Presbyterian Church, was the newly built Mt. Zion Baptist Church. To the north of 26th Street, an increase in housing density was accompanied by a proliferation of neighborhood groceries, shoe stores and shops. Almost all of the lots bordering Jefferson Avenue were occupied, whereas the majority of those on Madison Avenue, above 25th Street, were vacant. Between 1907 and 1913 the Thomas Jefferson School was built on 30th Street (Sanborn 1913) (Figures 3:137 through 3:139). There was increased residential growth in the blocks bordered by Madison and Marshall Avenues, to the north of 19th Street, accompanied by new churches and local businesses. The St. Timothy Holiness Church had been constructed in the middle of the 700 block of 21st Street. By 1913, the Zion Methodist-Episcopal Church had been renamed the Walters Temple of the A.M.E. Zion Church and the 23rd Street Public School was called the John Marshall School. The majority of those who lived in this part of Newport News were black (Sanborn 1913) (Figures 3:140 and 3:141).

The Sanborn Insurance Company's maps, which by 1913 labeled public buildings according to ethnicity of their users, suggest strongly that Marshall Avenue formed a boundary line between blacks and whites. Between Wickham and Marshall Avenues were moderately populous residential neighborhoods that consisted of single family dwellings. On the north side of 28th Street, in the 800 block, the 28th Street Public School had been renamed the George Washington School. Between Wickham and Roanoke Avenues, from 22nd to 30th Streets, there was little change in the intensity of development and most of the lots to the north of 28th Street were vacant. Between 1907 and 1913 the Horwitz Ball Park was constructed on 28th Street between Orcutt and Wickham Avenues. The Sanborn Insurance Company's maps suggest that it was the first such recreational facility to be built in Newport News (Sanborn 1913) (Figure 3:142).

Between 1907 and 1913 there was little change in housing density in the area between Roanoke and Chestnut Avenues. The Bankhead Magruder Grade School stood on the north side of 22nd Street, next door to the Grace Episcopal Church, and the 24th Street Christian Church of the Disciples of Christ was near the corner of 24th Street and Roanoke Avenue. To the north of 28th Street were a number of new dwellings and business establishments. The black Methodist-Episcopal church that in 1903-1907 was built in the 1100 block of 31st Street in 1913 was identified as St. James. On the east side of Chestnut Street, between 32nd and

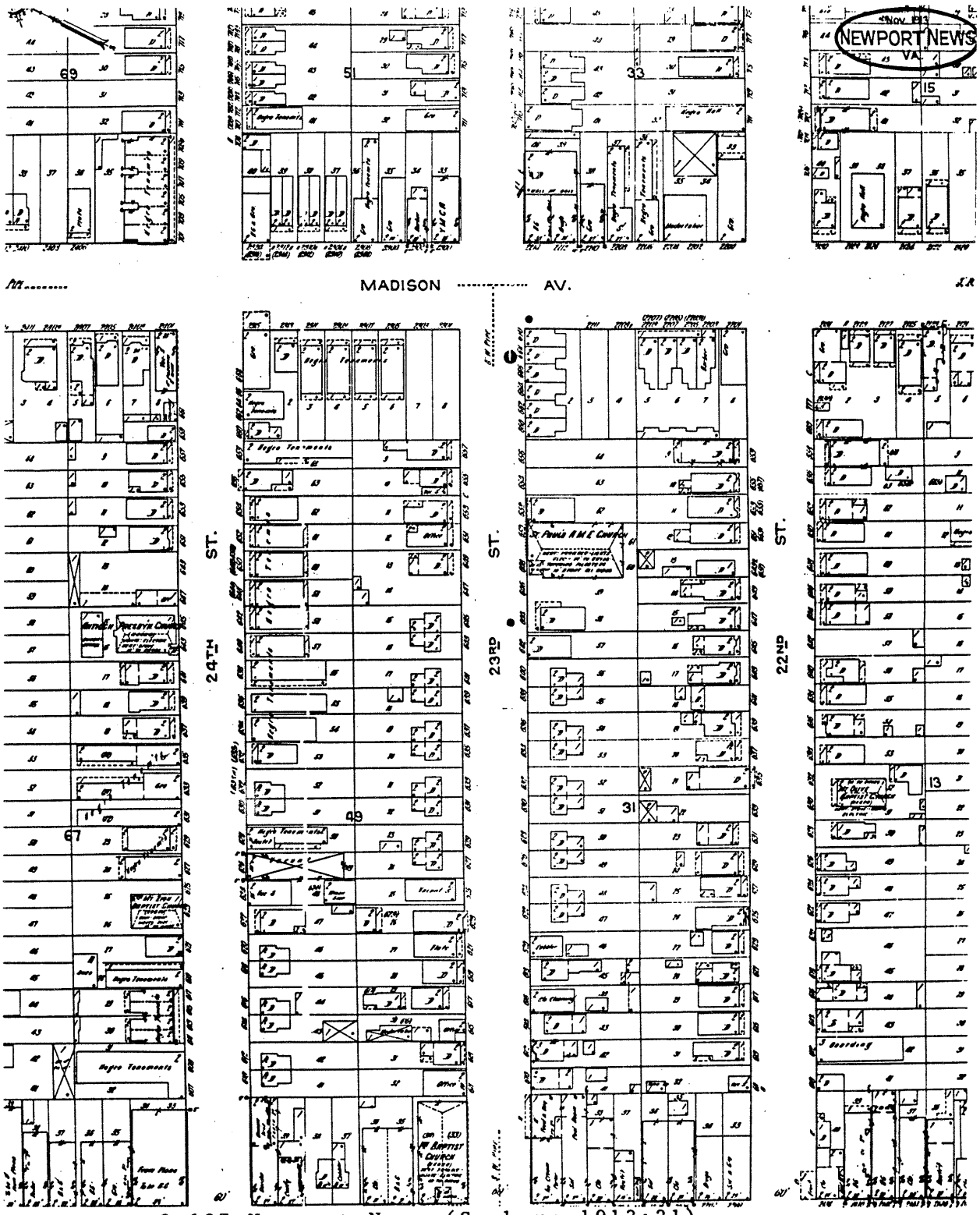


Figure 3:137 Newport News (Sanborn 1913:21).

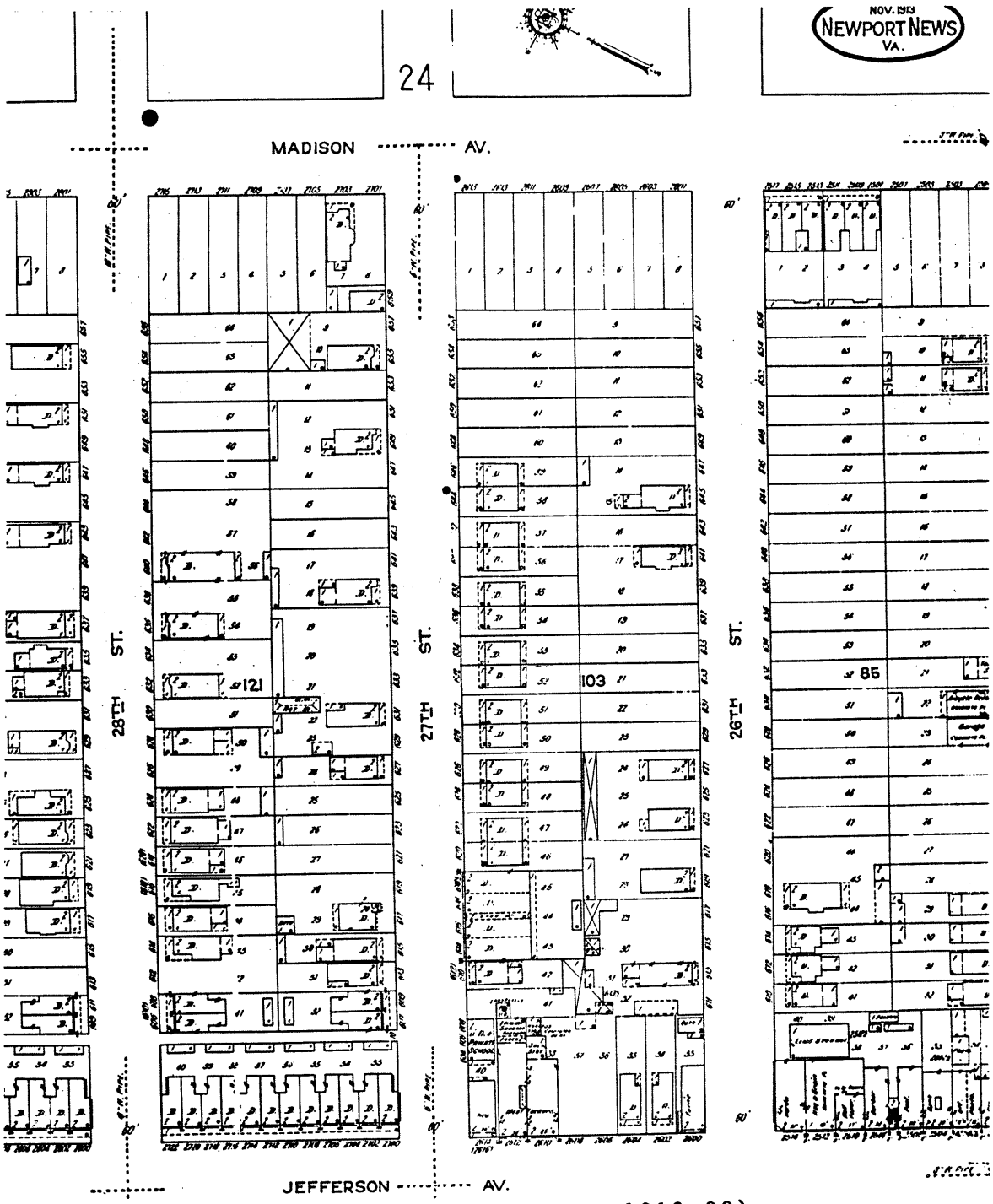


Figure 3:138 Newport News (Sanborn 1913:20).

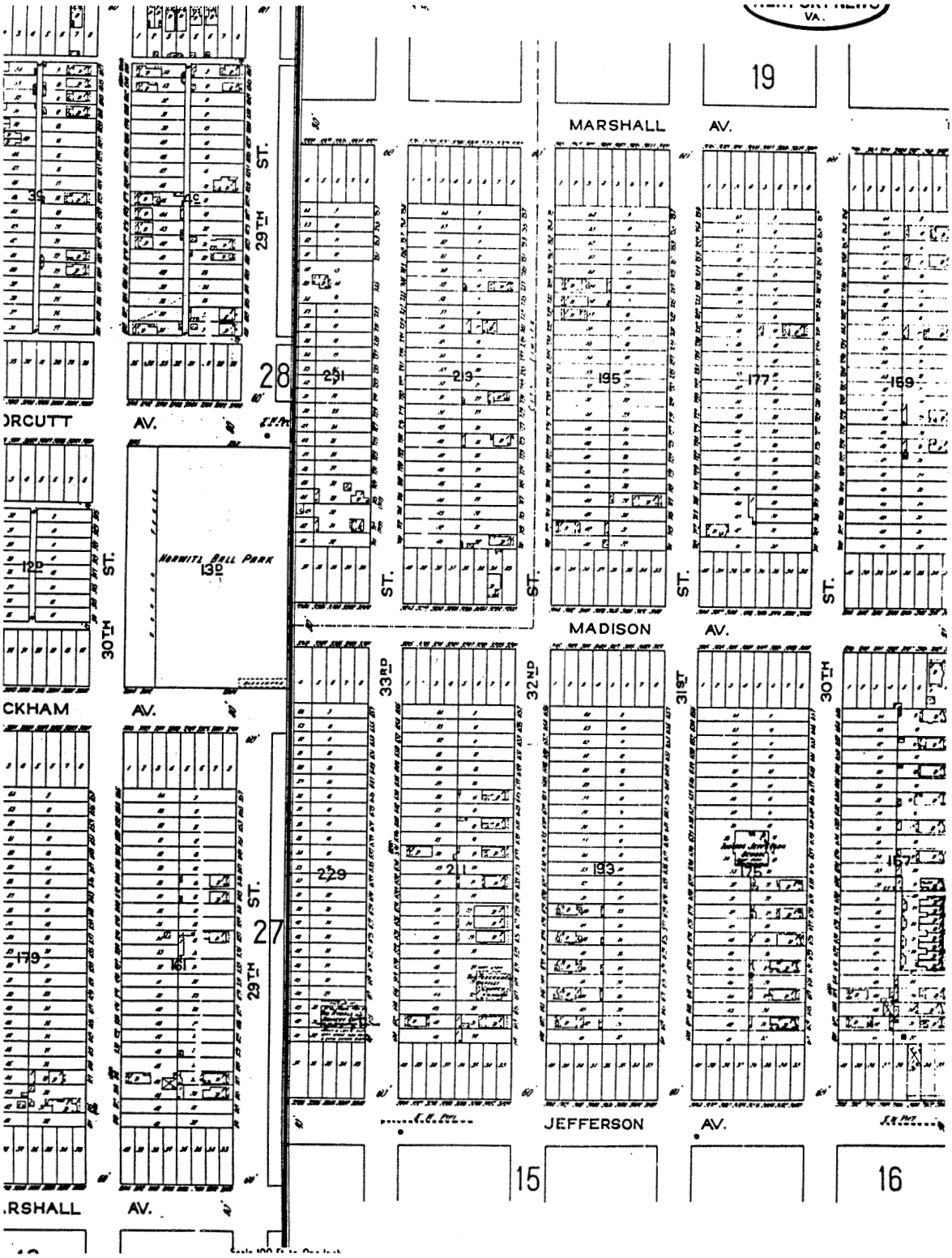


Figure 3:139 Newport News (Sanborn 1913:19).

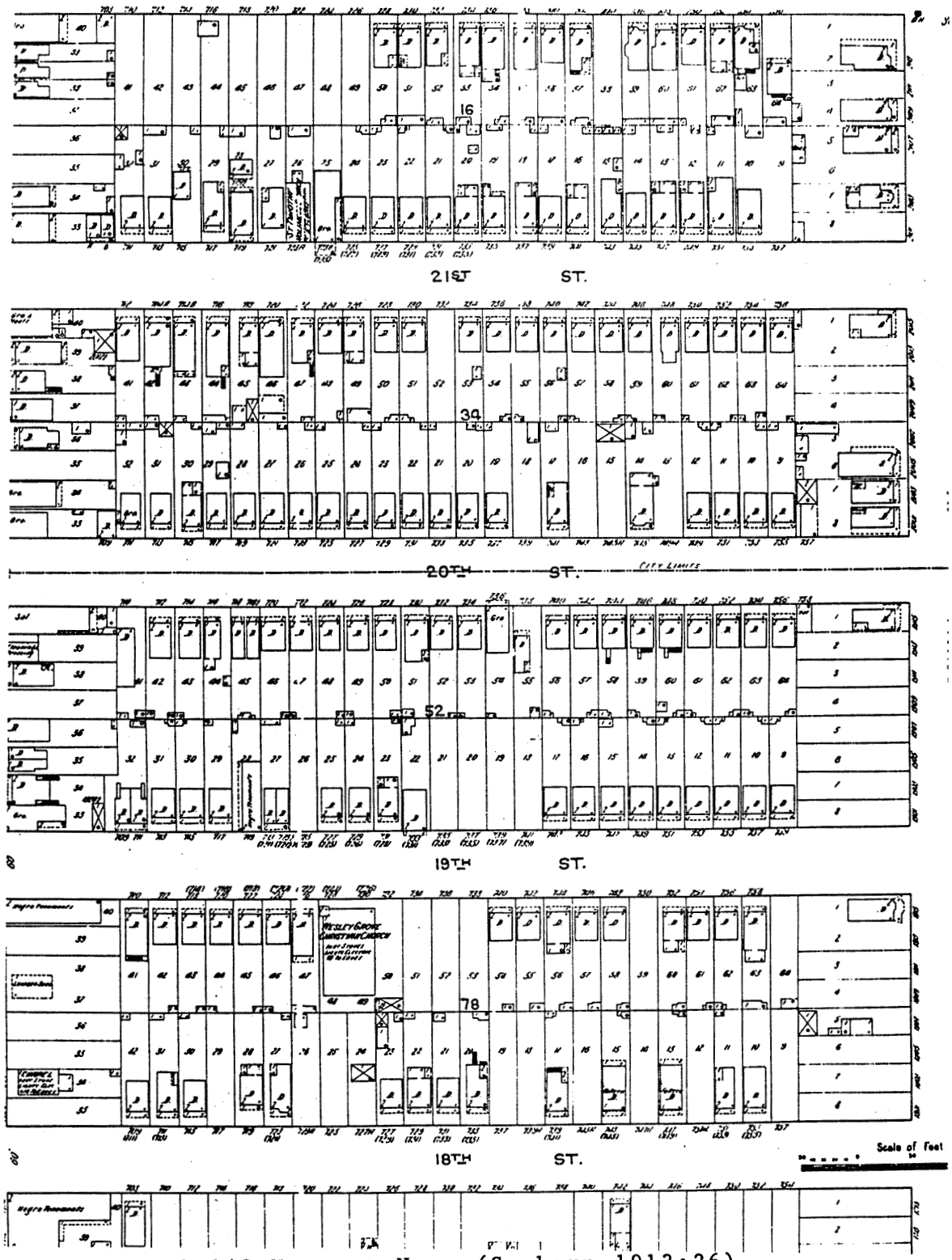


Figure 3:140 Newport News (Sanborn 1913:26).

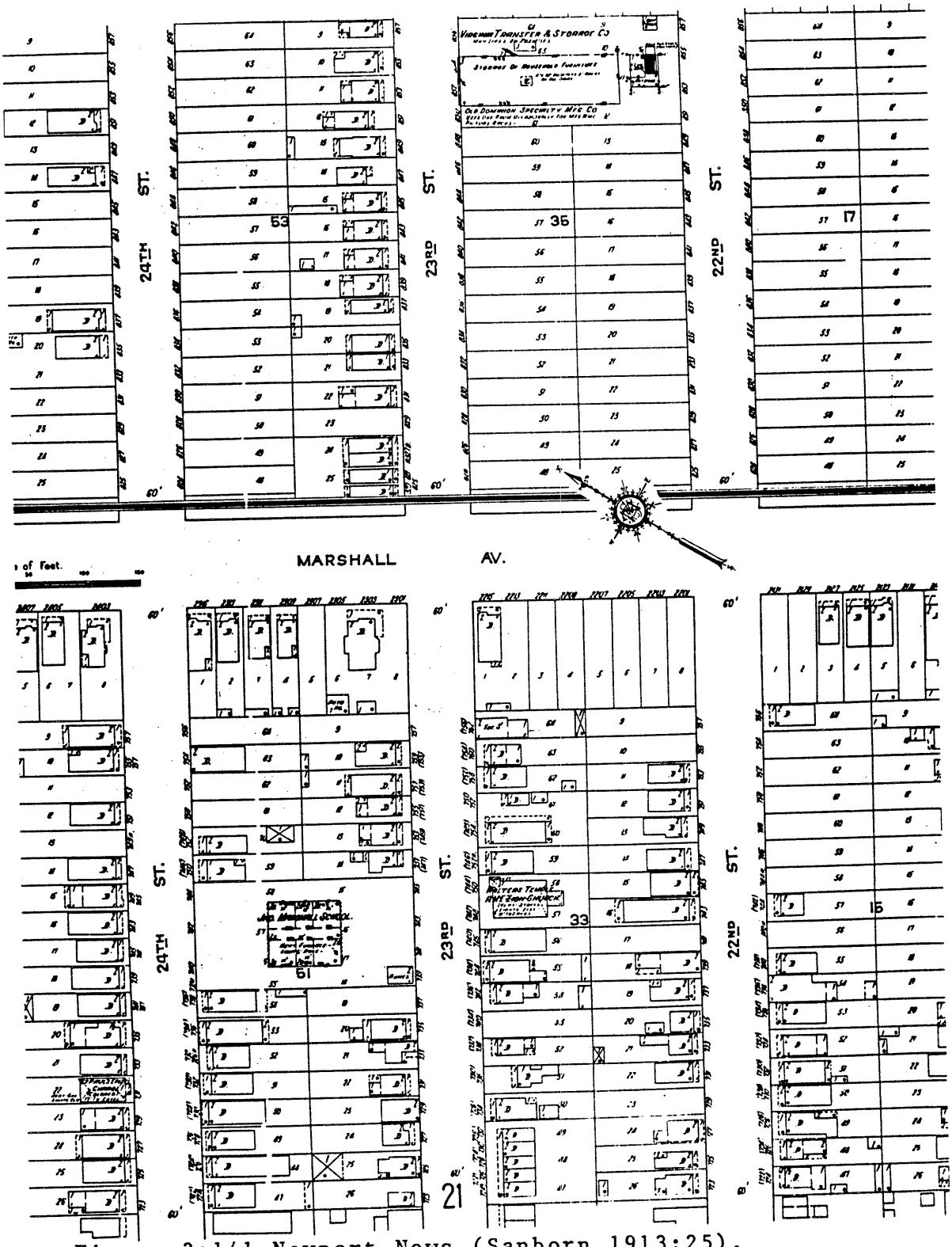


Figure 3:141 Newport News (Sanborn 1913:25).

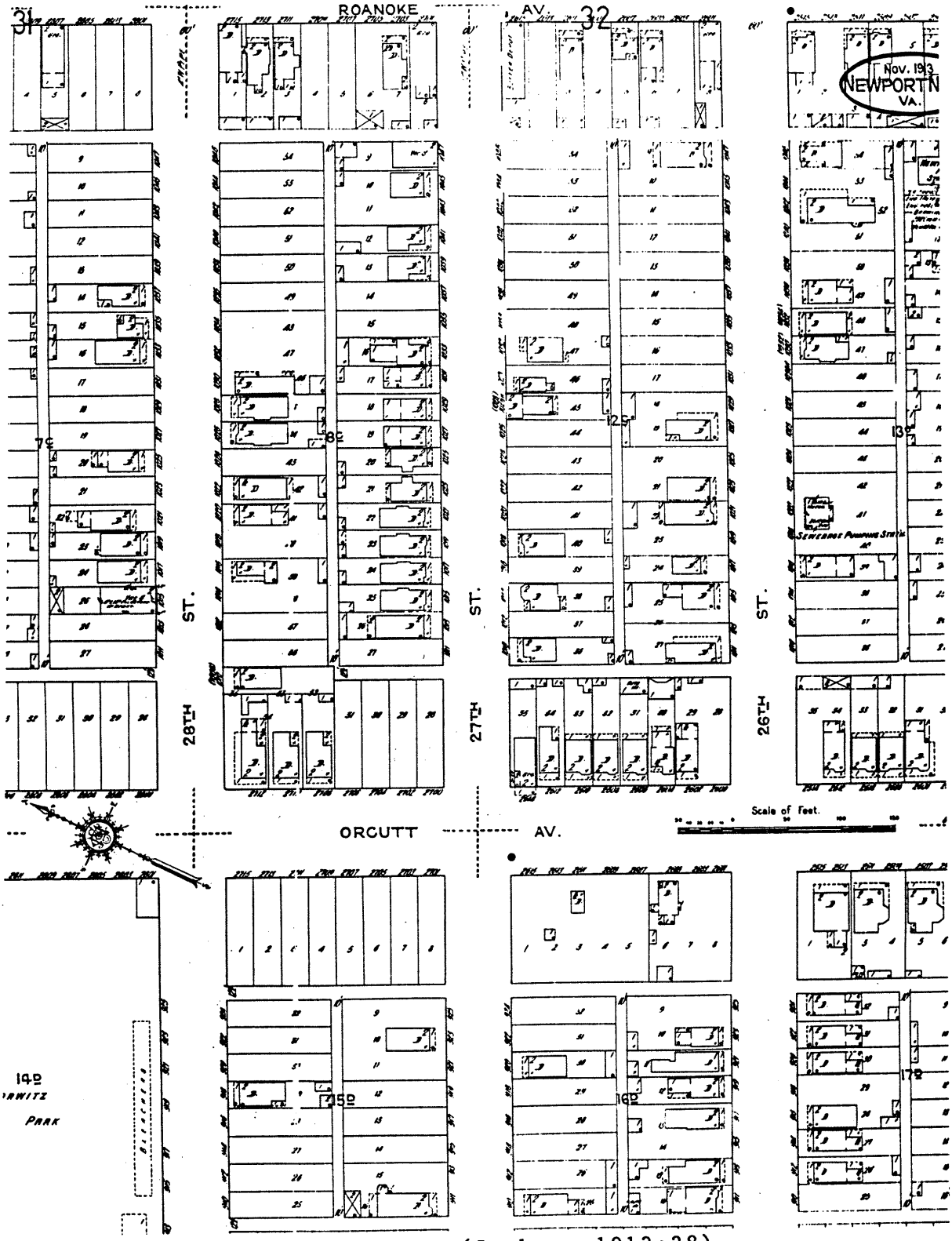


Figure 3:142 Newport News (Sanborn 1913:28).

33rd, was the Christian Union Church, which congregation was black. To the west and down 33rd Street was the Church of God and Saints of Christ (formerly the Trinity Baptist Church) which was located in the same block as the Salem Baptist Church (Sanborn 1913) (Figures 3:143 through 3:146).

Between 1907 and 1913 a significant amount of new development occurred in the area to the north of 20th Street, between Chestnut Avenue and the west side of Salters Creek. There, at the periphery of the city limits were residential neighborhoods that consisted of of single family dwellings. Unlike other parts of Newport News, this area lacked neighborhood groceries and other locally-run stores and shops. Many of these new houses were located on streets that fed into Oak Avenue. In 1913 Newport News' northern and eastern boundary lines followed 20th Street eastward to a point midway between Oak and Parish Avenues, then cut north at a right angle. To the east of Salters Creek, in what was then Elizabeth City County, a modest increase in housing units had occurred, even though development generally was sparse. On Ivy Avenue there was little change in the pattern of residential growth. The Macedonian Baptist Church had replaced the house-of-worship formerly known as the Ebenezer Baptist Mission. The map-makers of the Sanborn Insurance Company identified the Ivy Avenue neighborhood as black. To the west of Ivy Avenue was a short, duplex-lined street called Taylor's Row (Sanborn 1913) (Figure 3:147).

World War I

Between 1913 and 1919, when the Sanborn Insurance Company updated its maps of Newport News, America went to war. The company's 1919 map of Newport News attests to the critical importance of the supportive role that Tidewater Virginia played in that conflict. As the armistice was signed on November 11, 1918, the military facilities at Newport News were still in existence at the time Sanborn personnel made their measured drawings of the city. Soon after war broke out, the British government established a remount station at Newport News, from which horses and mules were dispatched to Europe.[34] Large cargoes of grain and other commodities also were exported from the port of Newport News. In 1914 the Curtis Flying School was established in the vicinity of the Small Boat Harbor.[35] There, men were trained in open cockpit flying boats and land-based aircraft. Many of the aviators trained at the Curtis Flying School entered the Canadian Army as fliers or joined the Lafayette Esquadrille, serving under the French flag. Two foreign steamships, an Austro-Hungarian vessel, the Budapest, and a German vessel, the Arcadia, sought

---

[34]A total of 47,263 mules were shipped out of Newport News (Jester 1961:143).

[35]In 1913 the city of Newport News purchased 75 acres at Newport News Creek. By 1915 the creek was dredged and bulkheaded and the Small Boat Harbor had been built. The improved waterway was 300 ft. wide and 1,400 ft. long (Jester 1961:190; Brown 1979:20).

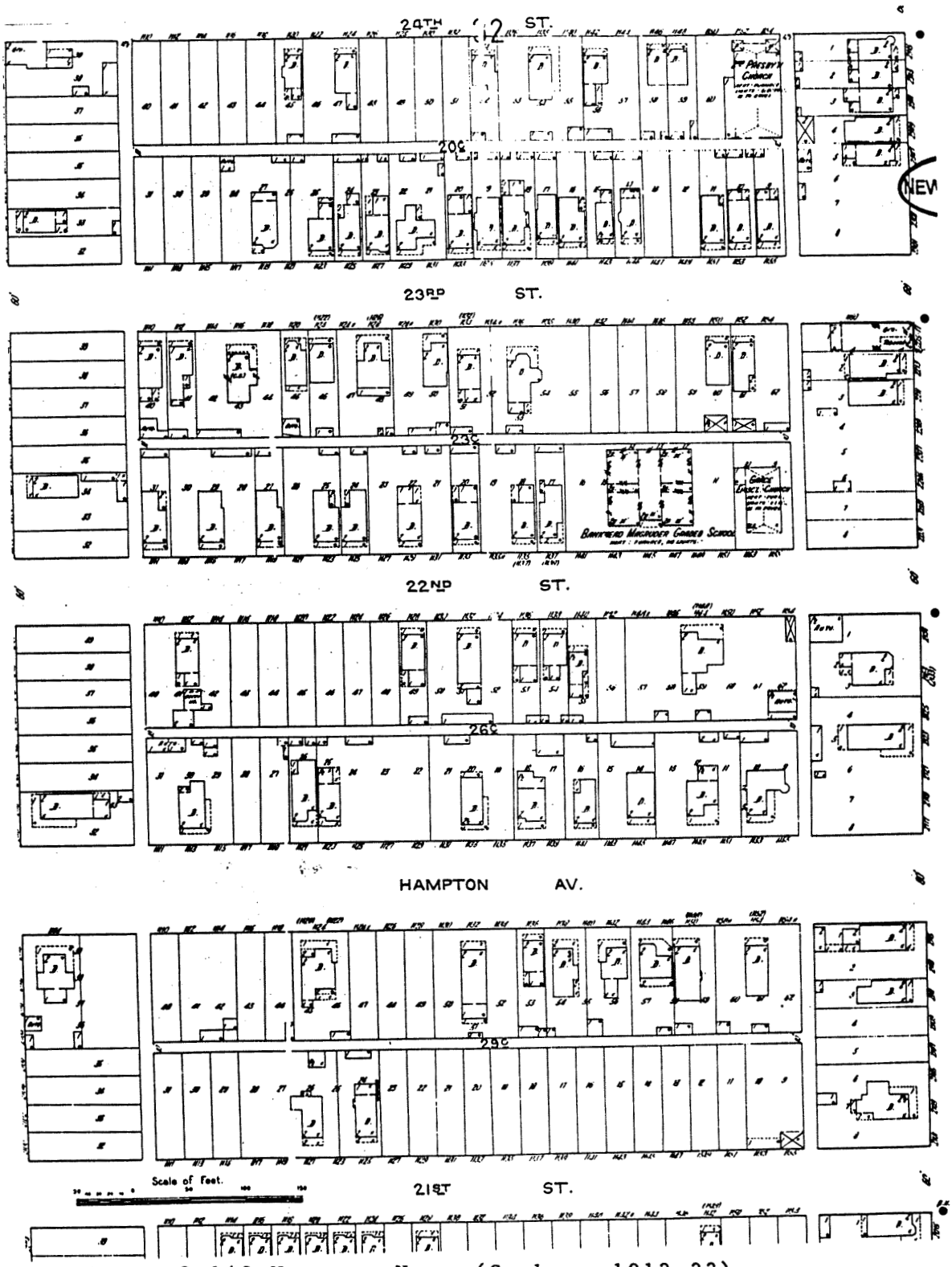


Figure 3:143 Newport News (Sanborn 1913:33).

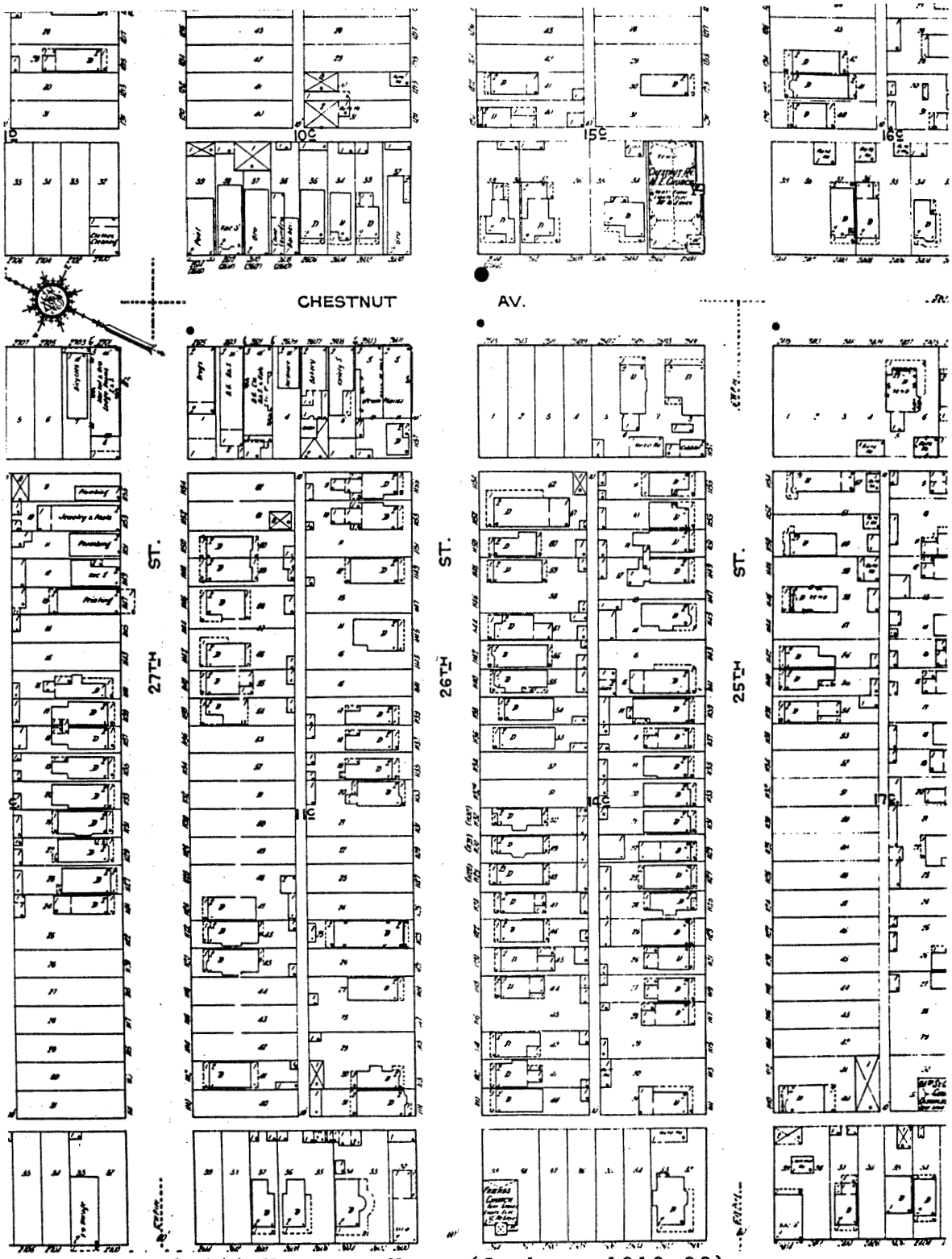


Figure 3:144 Newport News (Sanborn 1913:32).

Figure 3:145 Newport News (Sanborn 1913:31).

Figure 3:146 Newport News (Sanborn 1913:30).

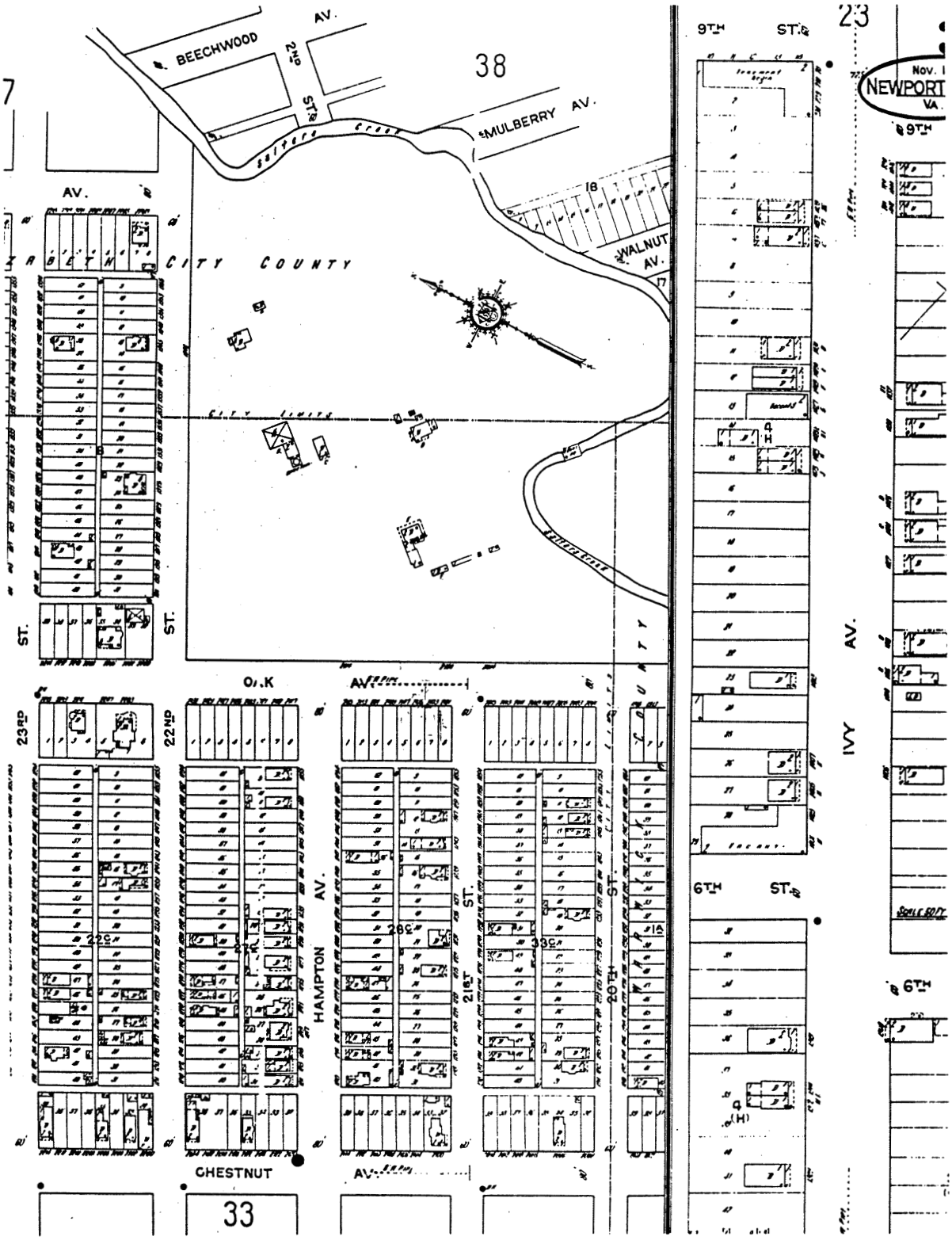


Figure 3:147 Newport News (Sanborn 1913:36).

refuge in the Newport News harbor. In 1915 they were joined by two converted German cruisers, the Eitel Frederick and the Kronprinz Wilhelm, which arrived in Newport News, needing supplies. Later, when the United States entered the war, all of these vessels were taken over by the government. In January 1916, a British merchantman, the Appam, was brought to Newport News by a German crew that had taken her as a prize (Jester 1961:136-137).

Even before America declared war on Germany and her allies, United States government officials considered Newport News' potential use as an embarkation depot. Later, when war was declared, the Old Dominion Land Company turned a considerable amount of land over to the government,[36] which also acquired ca. 7,900 acres of land on Mulberry Island and established Camp Eustis, a practice field for light artillery. Literally thousands of soldiers were stationed in the city at Camps Hill, Stuart and Alexander.[37] Along the C & O tracks to the north of 40th Street, in the Morrison area of Warwick County, the government built a lengthy row of warehouses to accommodate the more than 4,000,000 tons of military supplies that were to be shipped overseas from Newport News. It is estimated that during World War I 583 troop and supply ships sailed out of Newport News and 634 troop and supply ships came into port. It was during the military build-up that some of the roads leading to and from Newport News were macadamized and converted to hard-surfaced highways. The highway to Richmond was paved, as were the roads to Fort Monroe and from Lee Hall to Yorktown (Jester 1961:5,139-140,143; Newport News Library Systems 1982:3-5).

Because the influx of workers who came to Newport News seeking employment in the shipyard, the Newport News Shipbuilding and Dry Dock Company, in cooperation with the Emergency Fleet Corporation of the U. S. Shipping Board, acquired the Pembroke Jones farm or Hilton Tract and built 500 houses styled after an English village. The development, known as Hilton Village, was officially dedicated and open for occupancy during July 1918. Located outside of Newport News, it was the first major housing development that was built in Warwick County, as well as the nation's first government-built planned community. The Riverside Apartments, four large buildings that contained 332 units, were erected facing Washington Avenue between 45th and 49th Streets (Jester 1961:140-141,191; Brown 1979:53).

---

[36]A total of 261,820 soldiers embarked for Europe from the C & O piers at Newport News (Jester 1961:141).

[37]Camp Hill was located to the north of 64th Street at what later became Huntington Park; Camp Alexander was on the Warwick Road, adjacent to the railroad tracks; and Camp Stuart was situated on the waterfront between Salters Creek and the Small Boat Harbor (Newport News Creek) (Jester 1961:139).

According to William Loren Katz, World War I saw the erection of hundreds of tenements for blacks that in time became slums. As thousands of blacks sought jobs in Virginia's wartime industries, real estate firms cashed in on the housing shortage by rushing to completion block rows of temporary flats that rented for $2 to $5 a week, depending upon the number of partitions that separated the walls. These buildings were bleak, unpainted and depressingly similar and were little more than shacks. Katz observed that Newport News' Bloodfield was one of the largest slum districts in Virginia and that it was refuge for nearly half of the city's blacks during the war. In September 1916, 56 Bloodfield residents (all black) were fined for violating sanitary ordinances. But when it was pointed out that the community had neither sewers nor garbage collection, the fines were revoked. Katz noted that although Bloodfield subsequently was annexed by the city of Newport News, health and sanitation showed very little improvement. A survey conducted by the faculty of Huntington High School, under the auspices of the Newport News City Council, determined that the area's rows of tenements were fire hazards, for no means of escape was available for families who lived upstairs. The buildings were old and leaky and were not weatherproof. The average apartment, which consisted of a bedroom, living-room and kitchen, rented for $1.25 to $1.50 a week; an additional 25 cents a week was charged for electricity, when available. Fifty-six of the families surveyed had an average weekly income of $15 a week or more; 90 had an income of $4 to $6.99 a week; 71 had an income of from $3.99 to $7 a week; and 41 lived on less than $1 a week (Katz 1940:336-337).

It was in 1914 that Lightfoot Solomon Michaux, a fisherman-turned-evangelist, opened St. Timothy's Mission. During World War I and later, during the Great Depression, Elder Michaux operated soup kitchens and conducted baptismal services in Hampton Roads, near the Boat Harbor. His radio program, "Happy Am I," became famous. Another much-revered evangelist, Charles Emanuel ("Daddy") Grace, opened the House of Prayer for All People, which stood on Jefferson Avenue at 19th Street. He, like Elder Michaux, was known for his good works in the community and he attracted a large band of devoted followers (Rouse 1969:53).

After the war was over and the men who had gone overseas began coming home, an architectural monument known as the Victory Arch was funded through public subscription and erected hastily. Constructed of wood that was covered over with plaster, the original Victory Arch was unveiled on April 13, 1919. It stood until 1960 when deterioration of its fabric led to its being replaced with a stone structure that was dedicated on May 30, 1962. An estimated 441,146 soldiers debarked at Newport News (including men from Australia, Canada and New Zealand) and paraded through the original Victory Arch. Convalescent hospitals for sick and wounded military personnel were operated by the Red Cross at Camp Stuart (Jester 1961:142-143; Brown 1979:25-29).

The 1919 Sanborn Map

In 1919 evidence of Newport News' transformation into a military staging area was especially apparent along the waterfront, in the vicinity of the C & O piers. A government warehouse was located close to the entrance to Pier No. 5 and the ruins of a grain elevator that in 1915 was destroyed by fire had been razed. A group of large wooden water tanks was clustered nearby. To the north, between Pier Nos. 1 and 3 was an army camp, complete with barracks, offices, and a mess hall, and close to the river bank was an army warehouse. South and inland from Pier Nos. 5, 6 and 7 were large mule sheds and hay storage warehouses. At the foot of 18th Street, several new restaurants, lunchrooms and other small-scale businesses had opened their doors. A massive grain elevator complex stood near Pier No. 9, below which (between Pier Nos. 10 and 11) were army barracks and mule yards and sheds. Newport News Avenue and the C & O railroad repair shops had changed little since 1913 (Sanborn 1919; Jester 1961:111) (Figures 3:148 and 3:149).

Although some new construction had taken place between West and Huntington Avenues and 23rd and 29th Streets, many of the lots to the south of 25th Street were still vacant. By 1919, some of the buildings on the southern part of Washington Avenue had been torn down, some of which were replaced. On the eve of Prohibition, many of Newport News' saloons were closed and the buildings they formerly had occupied were put to other uses.[38] At the corner of 24th and Washington stood the Hotel Grafton, near which was the Coca-Cola Bottling Company's warehouse and a variety of restaurants and small shops. One previous restaurant had been converted into the Sailors Home. Several ship chandleries were located on the lower part of Washington Avenue. Pawn shops, clothing and furniture stores and a variety of other establishments were located in Washington Avenue's business district. On the northwest corner of Huntington Avenue and 23rd was the Newport News and Hampton Railway, Gas and Electric Company's freight station, next door to which was a general storage warehouse. The Seamen's Reading Room was located in the 100 block of 23rd Street. A large department store (Nachman's) sat on the southwest corner of Washington Avenue and 30th Street. In the middle of the block formed by 31st and 32nd Streets and fronting on Washington Avenue was the Imperial Theater, a motion picture house. Across Washington were the Palace and Olympic theaters. In the next block north, a garage was being remodeled into a vaudeville theater. Still further north was the Academy of Music, across from which a movie house was under construction. Thus, in 1919 that part of Washington Avenue between 30th and 34th Streets constituted Newport News' entertainment district. The American Red Cross had taken over the old St. Vincent's Roman Catholic Church, which congregation had built a much larger church and a rectory at the corner of Huntington Avenue and 33rd Street.

---

[38] In 1916 Virginia passed legislation outlawing saloons. In 1920 the 18th Amendment to the Constitution was passed; it was repealed in 1933.

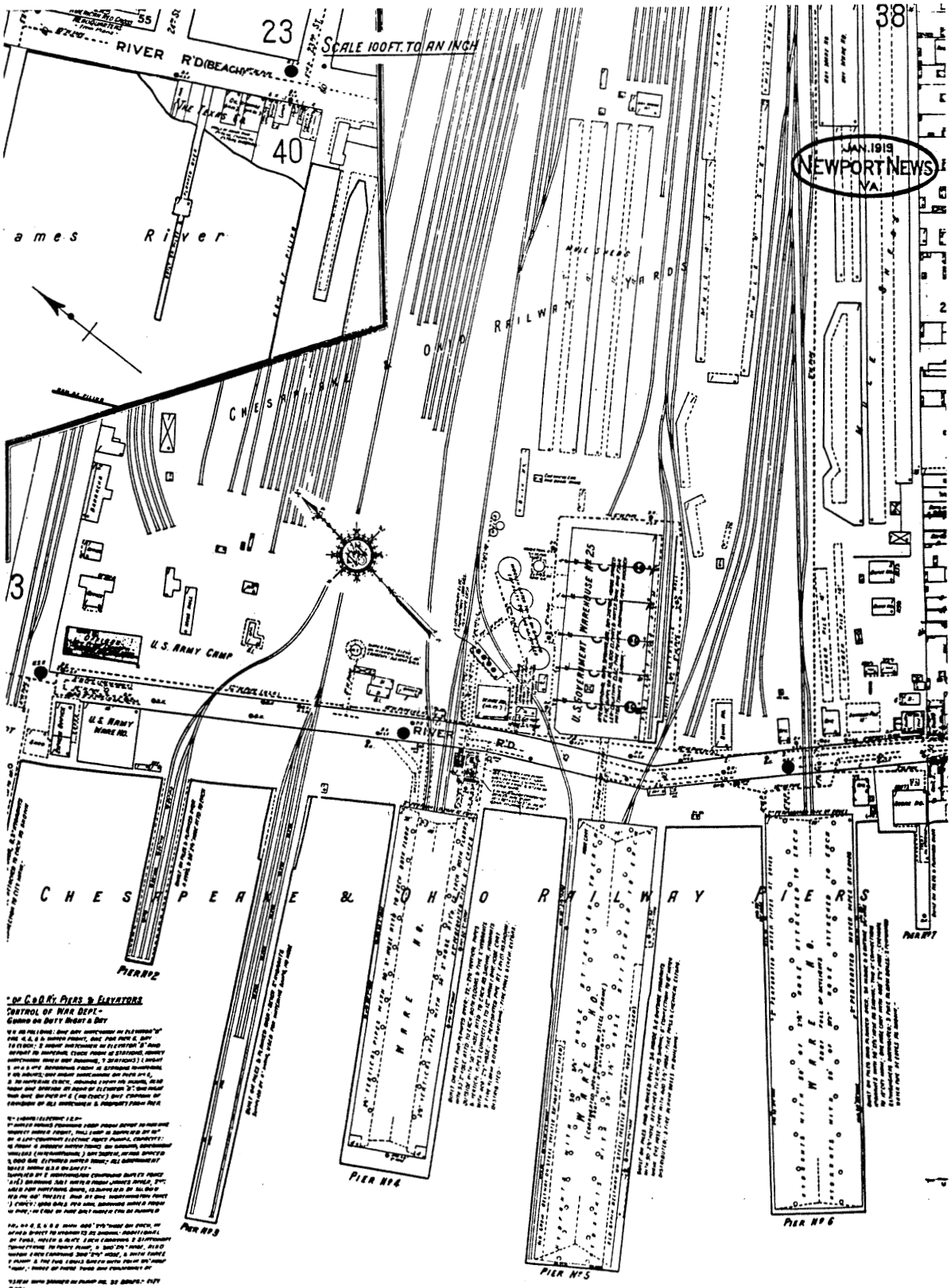


Figure 3:148 Newport News (Sanborn 1919:40).

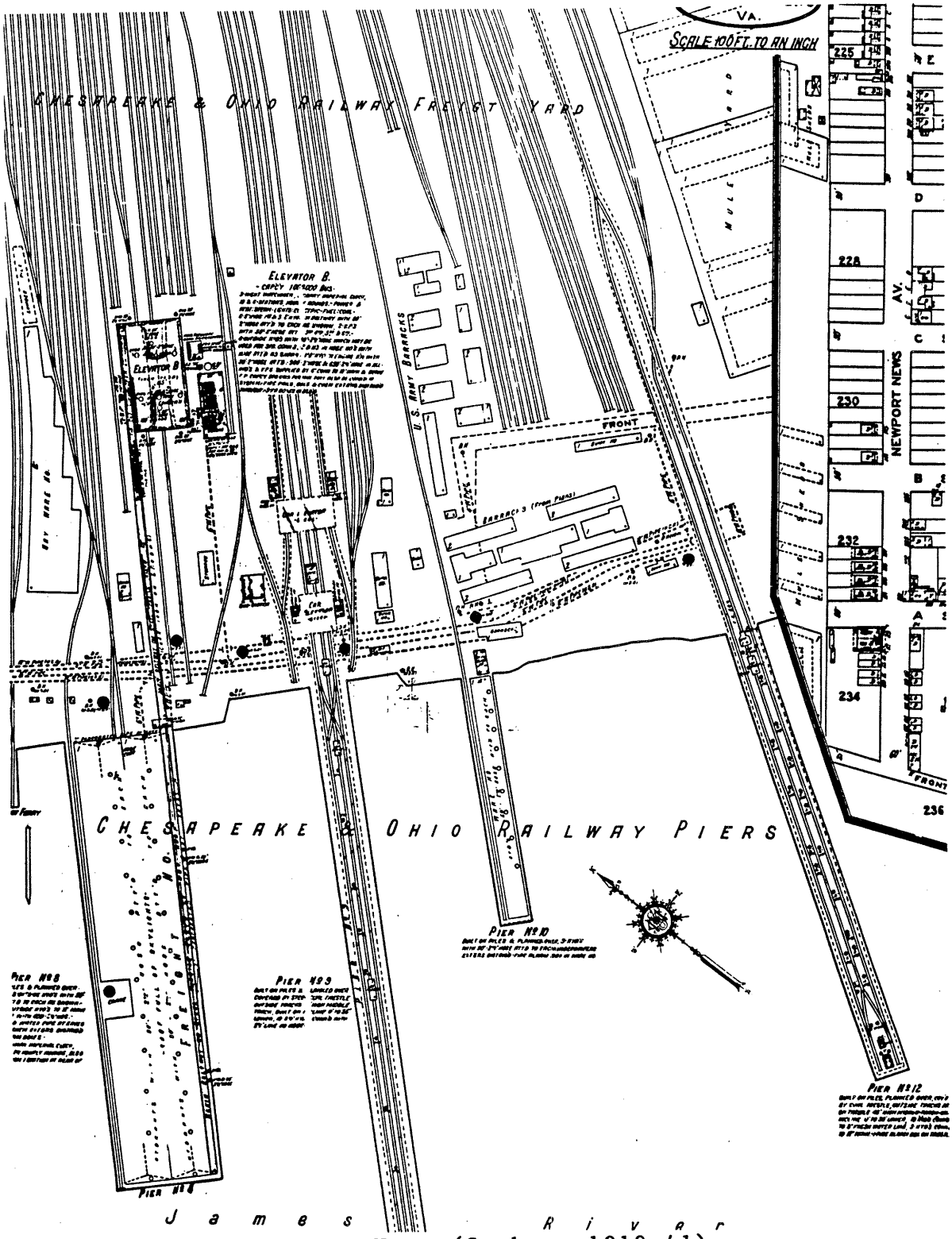


Figure 3:149 Newport News (Sanborn 1919:41).

In the center of the block formed by Huntington and Washington Avenues and 31st and 32nd Streets was the John W. Daniel Public School. In 1919 two formerly vacant blocks on the west side of Washington Avenue, between 35th and 37th Streets, were occupied by army officers quarters and the barracks that had been constructed for use by defense workers in the employ of the Newport News Shipbuilding and Dry Dock Company. A large Y.M.C.A. sat opposite the Hotel Huntington. On 36th Street, just west of Huntington Avenue, was the Salvation Army Club (Sanborn 1919) (Figures 3:150 through 3:153).

Newport News' involvement in the war effort significantly altered the blocks between West Avenue and the James River. At the foot of 23rd and 24th Streets was the U. S. Army's point of embarkation headquarters. Nearby were the army's fire department headquarters and the Army-Navy Library. To the north, at 30th Street, between West Avenue and the river, was a tabernacle and a group of army barracks, above which were the Marlborough Apartments. The block between 31st and 33rd Streets, which in 1913 had contained a few scattered dwellings and apartment buildings, was densely occupied by 1919. The Nelson Apartments were located at the foot of 32nd Street, overlooking the James River, and a previously existing apartment building was identified as the Westminster. At the corner of West Avenue and 33rd Street were the Stratford Apartments, to the north of which were the Shirley Apartments. Fronting on the James River was the Army/Navy Officers Club. Army officers quarters, which consisted of stucco apartment buildings, were situated on both sides of 34th Street between West Avenue and the river (Sanborn 1919) (Figure 3:154). Away from the waterfront, between Huntington Avenue and the C & O main line and 23rd through 38th Streets, relatively few changes had occurred. A covered parking garage for automobiles had been constructed on 30th Street, between Huntington and Virginia Avenues; it shared the block with the Arcade House. Very little new construction had been undertaken in the blocks to the north of 30th Street. The Akers Steam Laundry stood at the corner of 33rd and Huntington and in the next block, the second and third floors of the Lyndhurst Hotel had been converted into a Moose Hall. On the corner of 30th Street and Virginia Avenue was a large army mess hall, located in a vacant block that was serving temporarily as a military camp (Sanborn 1919).

Thanks to the nation's involvement in military defense, the Newport News Shipbuilding and Dry Dock Company's foundry had expanded considerably and by 1919 encompassed an entire block. Adjacent to Virginia Avenue (between 39th and 40th Streets) were storage buildings and a pattern shop and abutting Washington Avenue were rows of barracks, a kitchen and a mess hall that had been built to accommodate shipyard workers; storehouses and offices also were located within the block. Directly to the north, on another formerly vacant block, was an army camp, complete with barracks, offices and eating facilities. Some changes were evident in the neighborhoods to the north of 41st Street. Near the corner of 42nd Street and Huntington, a formerly

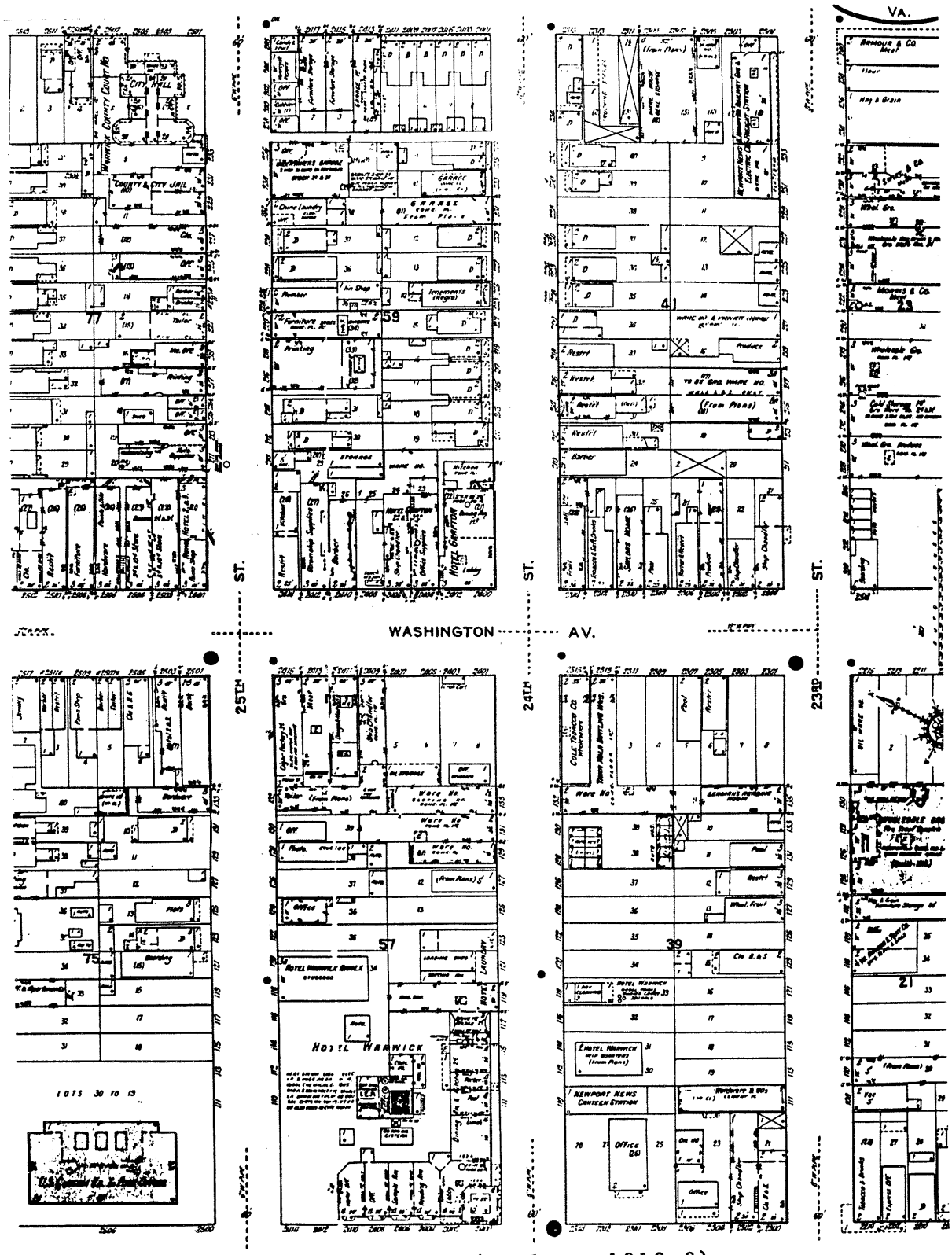


Figure 3:150 Newport News (Sanborn 1919:9).

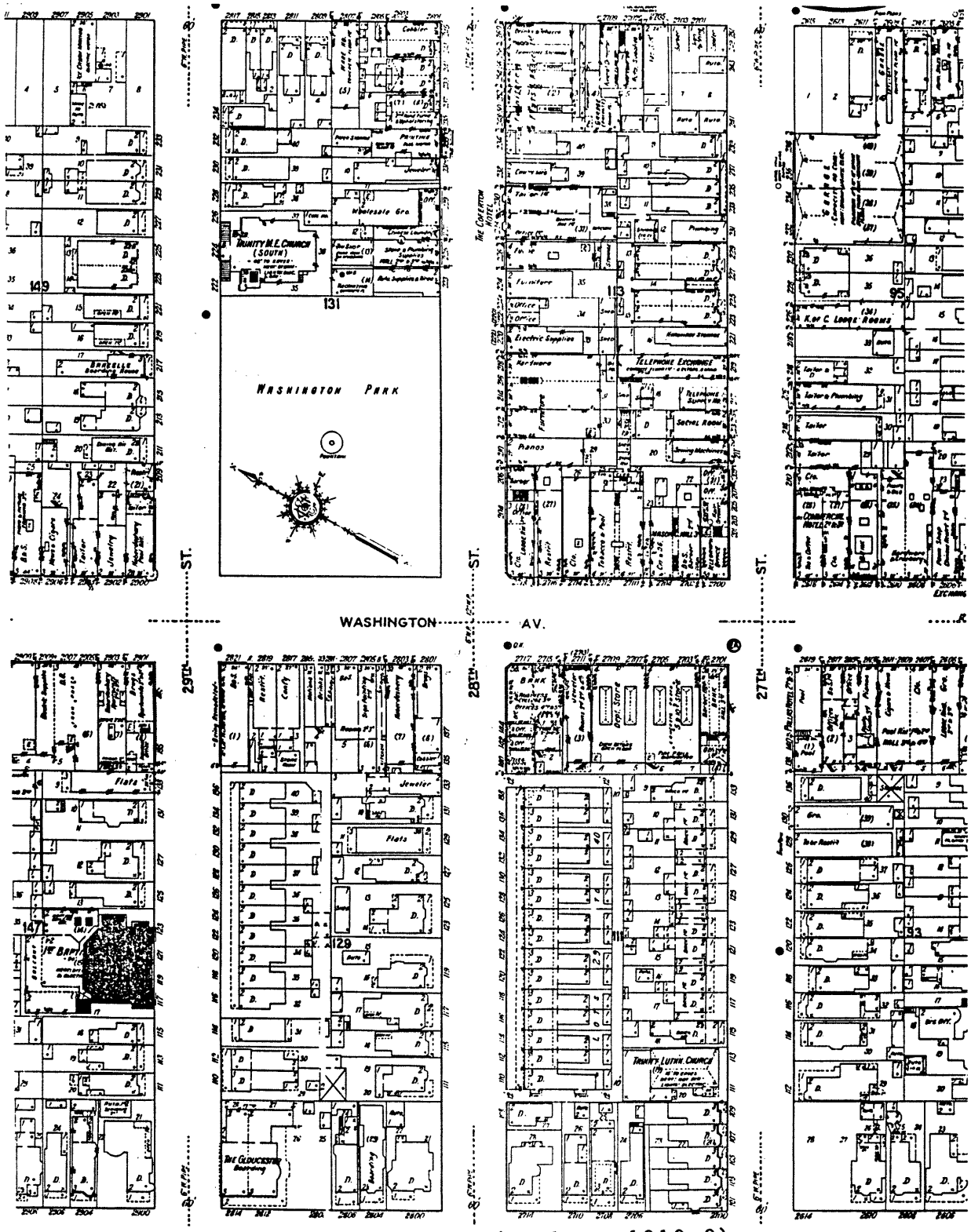


Figure 3:151 Newport News (Sanborn 1919:8).

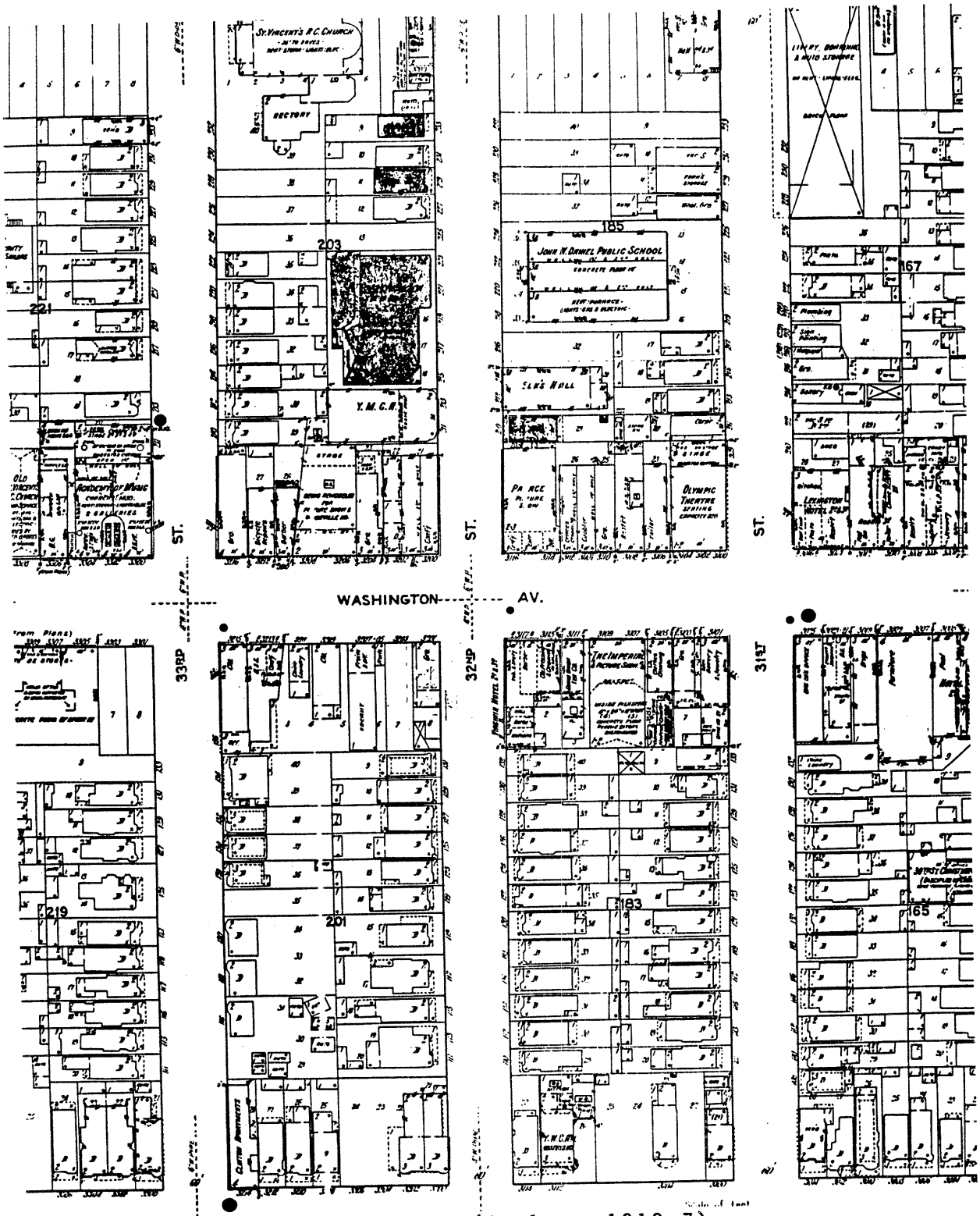


Figure 3:152 Newport News (Sanborn 1919:7).

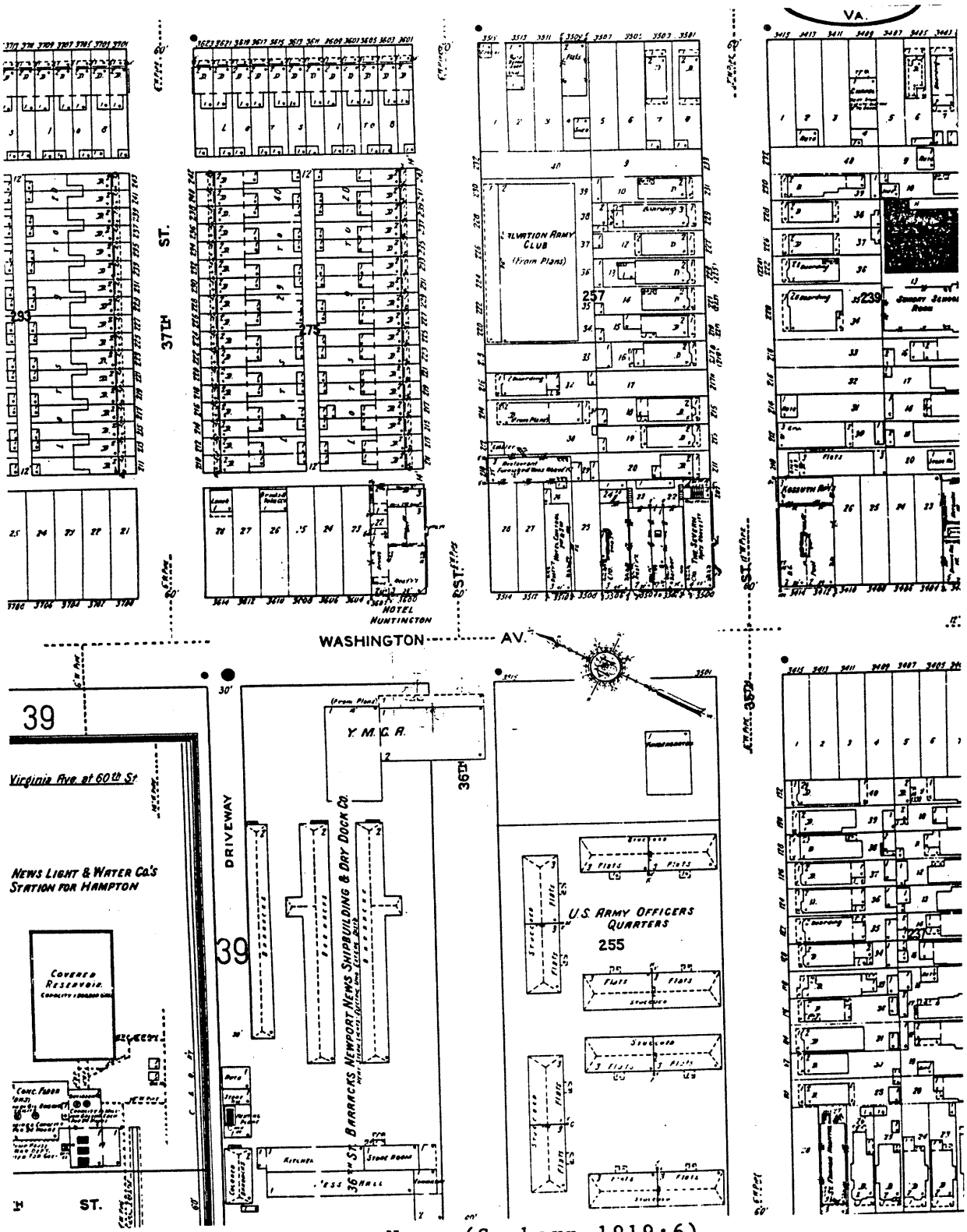


Figure 3:153 Newport News (Sanborn 1919:6).

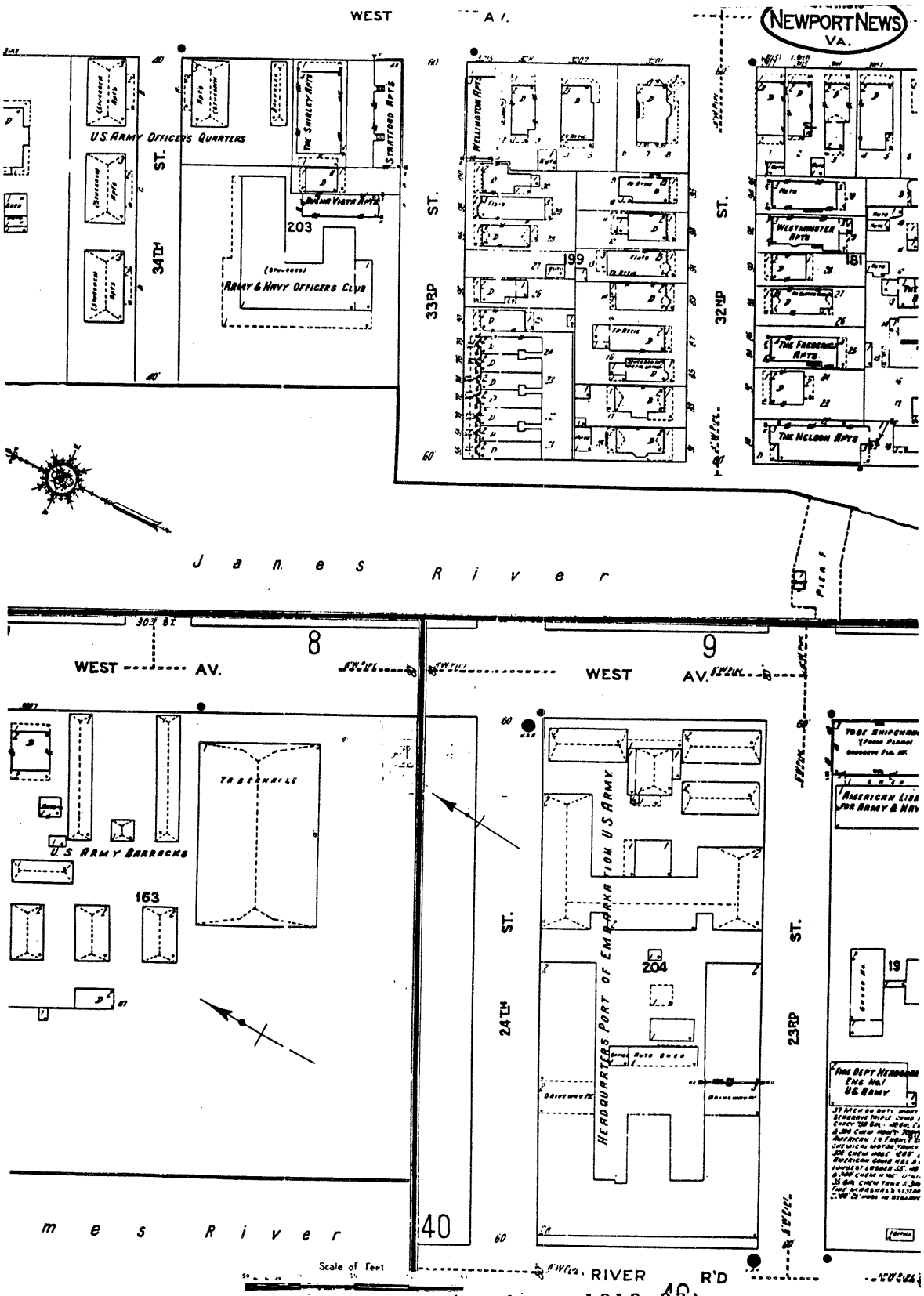


Figure 3:154 Newport News (Sanborn 1919:23).

unoccupied building had been converted into the Victoria Hotel. Abutting Washington at 42nd and 43rd Streets was the Newport News and Hampton Railway, Gas, and Electric Company's yard. Two blocks away, between 45th and 49th Streets, apartment buildings were being erected by the Newport News Shipbuilding and Dry Dock Company. Between Virginia Avenue and the C & O tracks was a second foundry that was owned and operated by the Newport News Shipbuilding and Dry Dock Company. Near the corner of 49th Street and Huntington Avenue was the Nurses Home. On the west side of Huntington Avenue, near an encampment known as Camp Colony No. 1, was the Riverside Hospital (Sanborn 1919) (Figure 3:155).

Between 1913 and 1919, a number of new dwellings were constructed in the North End, the majority of which were not as elaborate as the older homes in their immediate vicinity. A row of duplexes was situated along the north side of 51st Street, near its corner with Virginia Avenue, and in the blocks above 54th Street were dwellings of various sizes, situated on relatively spacious lots. The Newport News Shipbuilding and Dry Dock Company's facilities were considerably larger than they had been in 1913. A series of dry docks, piers and shipways protruded into the James River at the periphery of the company's property (Sanborn 1919) (Figure 3:156).

Between 1913 and 1919 there was a dramatic increase in the number of housing units in the blocks to the east of the C & O main line. Much of this new construction, which consisted of multiple family apartments and tenements for blacks, occupied formerly vacant lots.[39] There was a modest increase in the number of neighborhood businesses, such as groceries, restaurants, shops, stores and pool rooms, and movie theaters had been built on the southwest corner of Jefferson Avenue and 22nd Street and on the southeast corner of Warwick and 25th. On 20th Street, between Warwick and Jefferson Avenues, was a dance hall that was close to a rag warehouse and a junk yard. Many of the blocks near the railroad tracks contained industrial facilities such as wood and coal yards, planing mills, and a gas and electric plant. Housing density had increased markedly above 25th Street, where rowhouses, tenements, duplexes and closely spaced single family dwellings sat upon formerly vacant lots. Sometimes, older buildings were razed to make way for new ones, despite the availability of empty lots. This area, like the blocks to the south, was occupied by blacks. There were fewer housing units to the north of 33rd Street. The ruins of the lumber yard at 31st Street and Warwick had been replaced by the M. R. Piland Milling Company's workshops. Immediately to its north, the veneer factory between 33rd Street and Warwick Avenue had been torn down and in its place was the P. W. Hiden mule yard. By 1919 the character of the blocks between 35th and 37th Streets, the C & O main line, and Jefferson Avenue had changed significantly. The army's quartermaster corps had constructed a series of warehouses abutting the C & O main line

---

[39]During World War I almost 2,000 black workers were employed in the shipyard (Katz 1940:333).

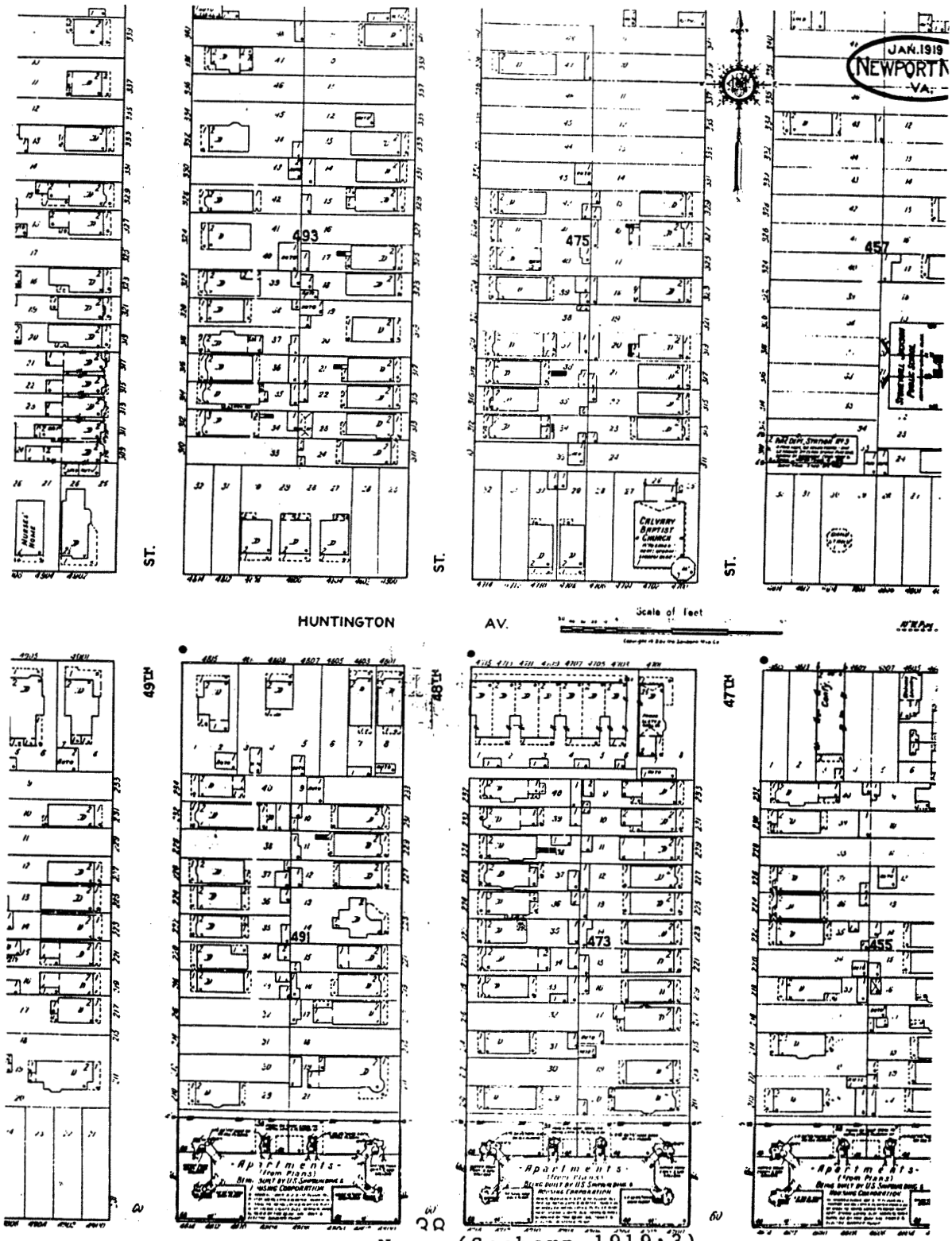


Figure 3:155 Newport News (Sanborn 1919:3).

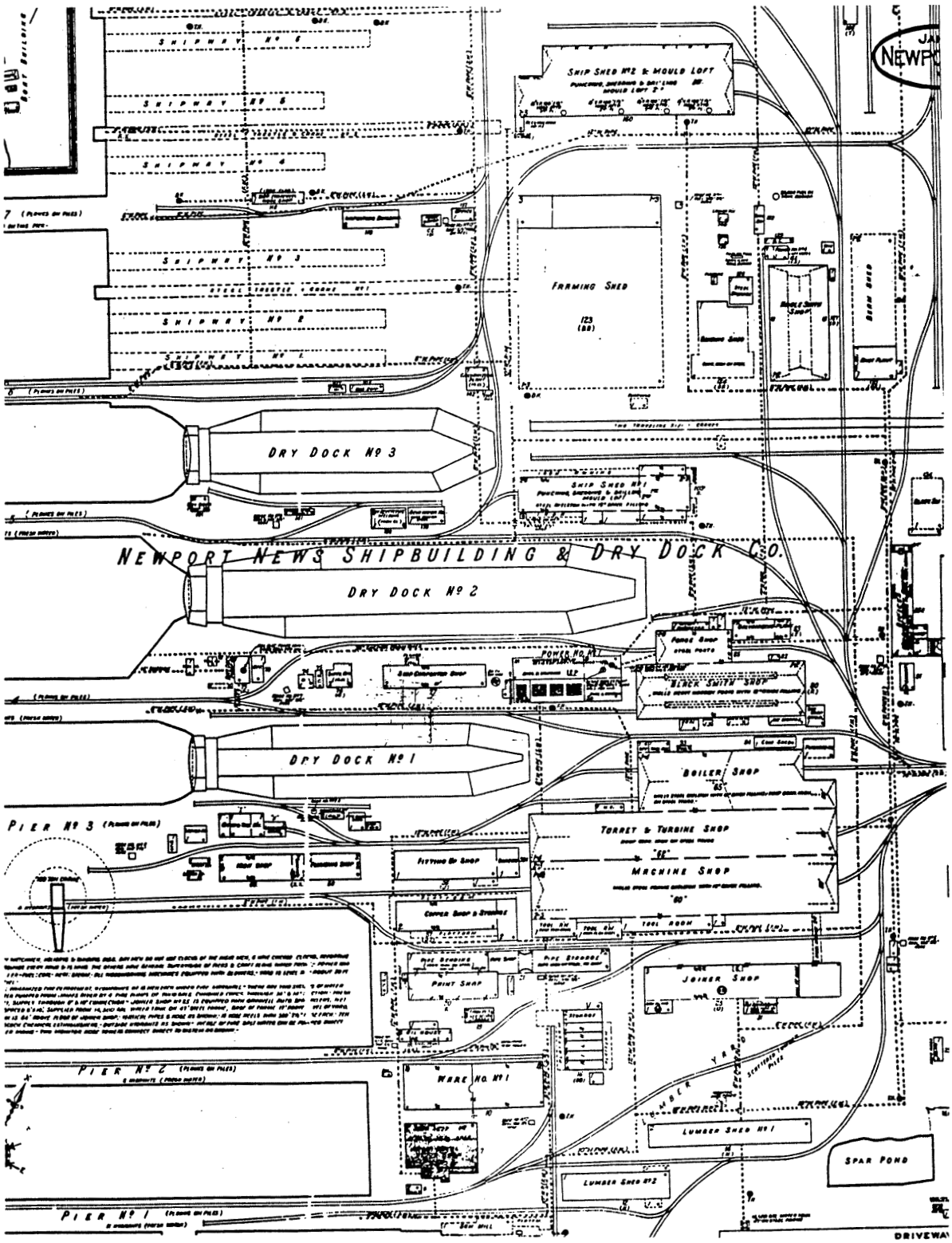


Figure 3:156 Newport News (Sanborn 1919:39).

and its easterly spur that paralleled the north side of 37th Street and abutted the Texas Company's fuel storage facilities. To the north, the quartermaster corps barracks lined the south side of 36th Street, occupying a number of formerly vacant lots; the corps also had a storage warehouse and platform at the point where the C & O spur turned east, departing from the main line of tracks (Sanborn 1919) (Figures 3:157 through 3:159).

By 1919 the blocks bound by Jefferson and Marshall Avenues and 19th and 30th Streets were much more densely developed than they had been in 1913, thanks to the construction of new housing units and shops, stores and other neighborhood businesses. Housing density decreased to the north of 30th Street. To the east of the Thomas Jefferson School, which was located on the north side of 30th Street, was the Tabernacle Baptist Church, which had been erected since 1913; the congregation's old church stood on a lot near the corner of Jefferson Avenue and 33rd. The Antioch Presbyterian Church was renamed the Carver Presbyterian Church. On the northeast corner of Jefferson Avenue and 35th Street were army barracks, to the north of which was P. W. Hiden's hay-processing plant. Relatively few buildings were located in the blocks hemmed in by Madison and Marshall Avenues and 25th and 27th Street. Above that point, however, housing units had been built on numerous formerly vacant lots. A substantial amount of growth had occurred in the blocks between Marshall and Wickham Avenues and 21st through 29th Streets, although development there was relatively sparse in comparison to other parts of the city. The Virginia Transfer and Storage Company occupied a double-width lot on the south side of 23rd Street. Above 29th Street, housing density diminished significantly. The Joseph M. Parker School, an educational facility for blacks, was located on the south side of 18th Street. The Virginia State School for Colored Deaf and Blind Children was located to the east of Salters Creek. Its facilities included dormitories, a dining hall, an industrial building, a superintendent's home, and a variety of outbuildings; the Elizabeth Houston Hospital also was located on the school's campus (Sanborn 1919) (Figures 3:160 through 3:164).

At the foot of Jefferson Avenue, which by 1919 had been extended toward Hampton Roads, was the Small Boat Harbor, adjacent to which were the Atlantic Aeronautical Station, the Southern Shipyard Corporation, the Virginia Food Products Corporation's meat-packing and cold storage facilities, two coal and wood yards, the Newport News Tallow Company's property, the Texas Company's oil tanks and warehouse, the boat harbor's marine railway, and a marine repair complex. To the east on Ivy Avenue (a predominantly black neighborhood), residential development was more dense. More duplexes also been built along Taylor's Row. At the foot of Madison and Marshall Avenues was the army's Camp Stuart, which barracks were very much in evidence in 1919. Between 16th and 18th Streets were single family dwellings and tenements, all of which were attributed to blacks (Sanborn 1919) (Figure 3:165).

Between Wickham and Roanoke Avenues, a moderate increase in

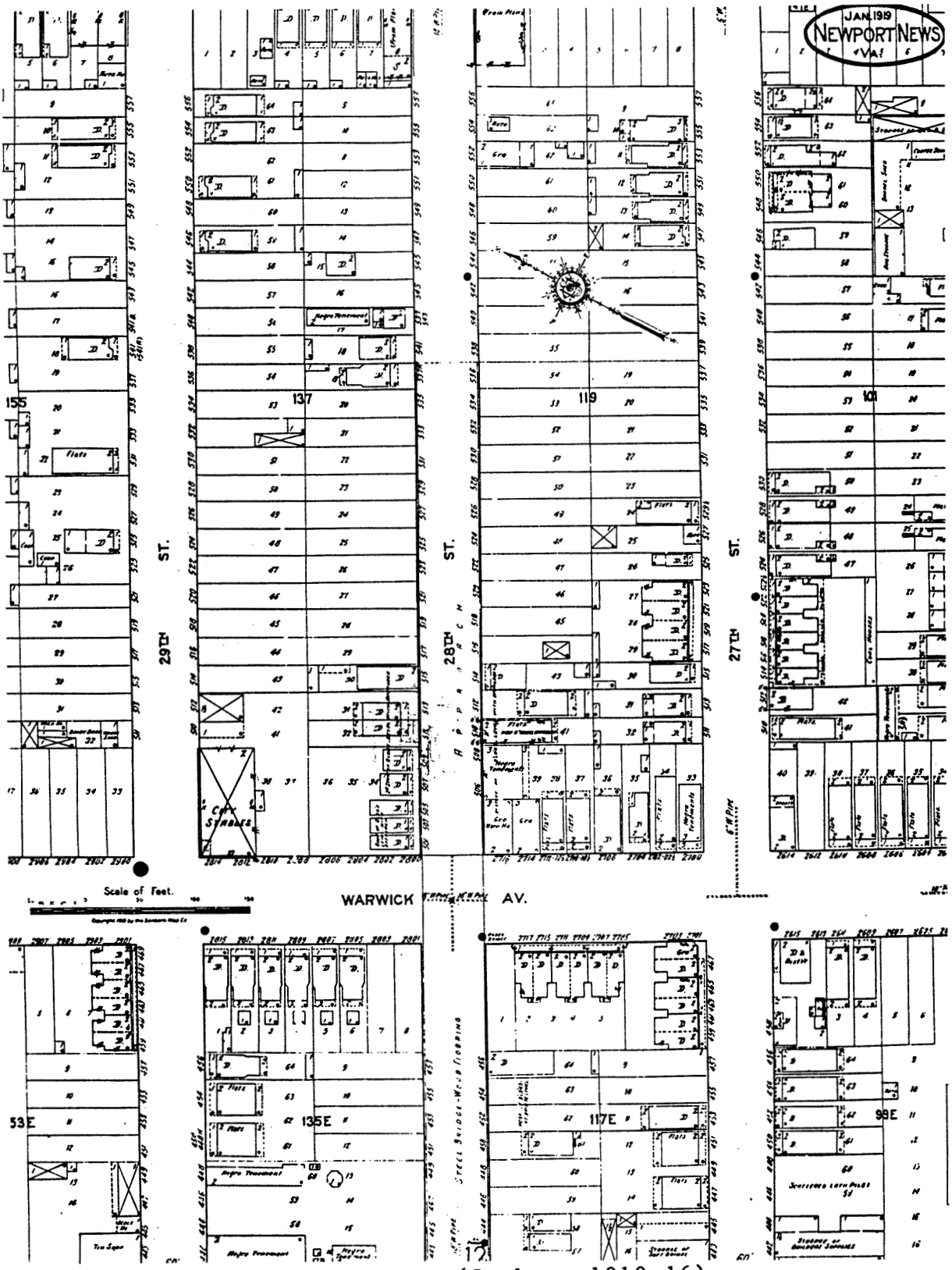


Figure 3:157 Newport News (Sanborn 1919:16).

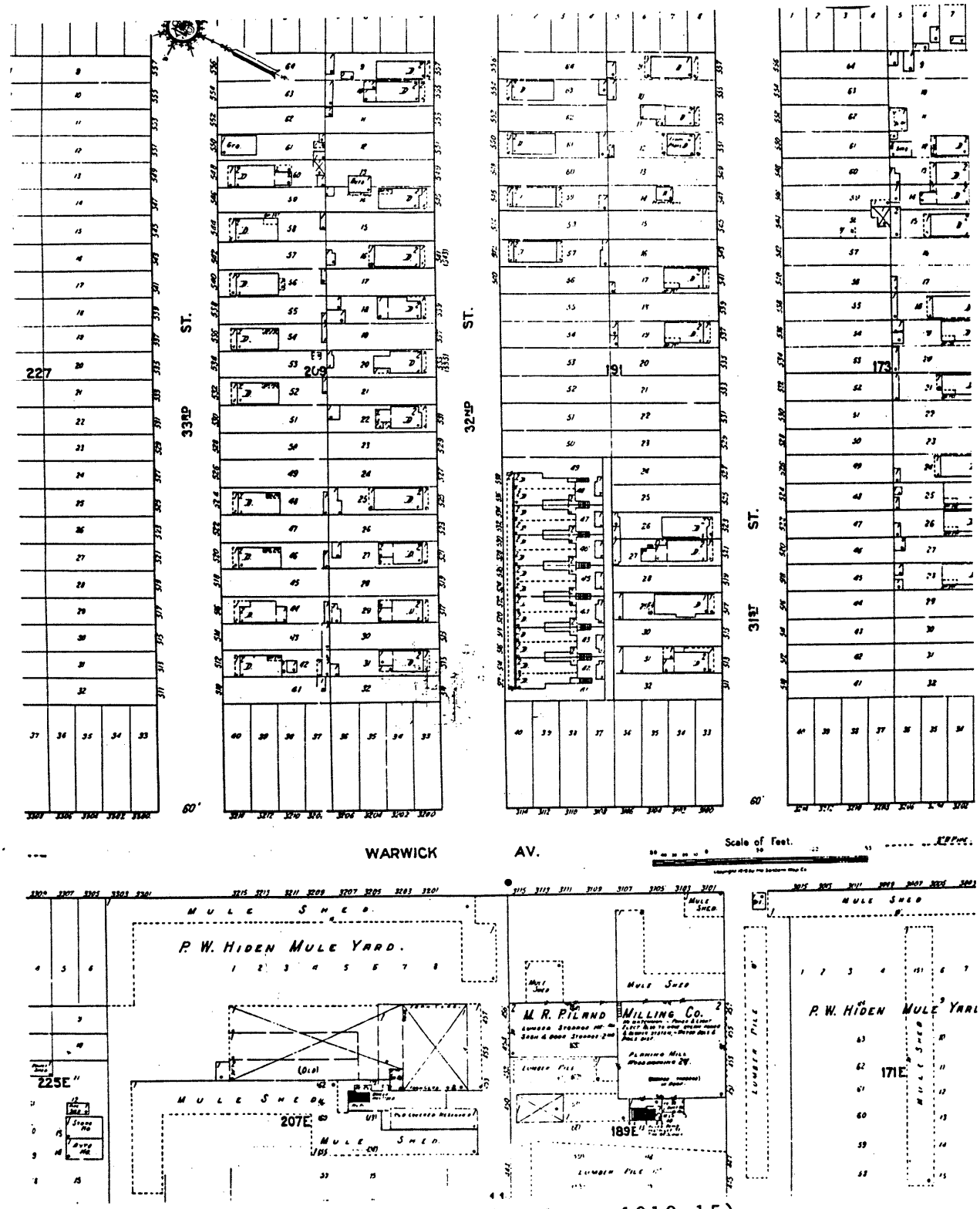


Figure 3:158 Newport News (Sanborn 1919:15).

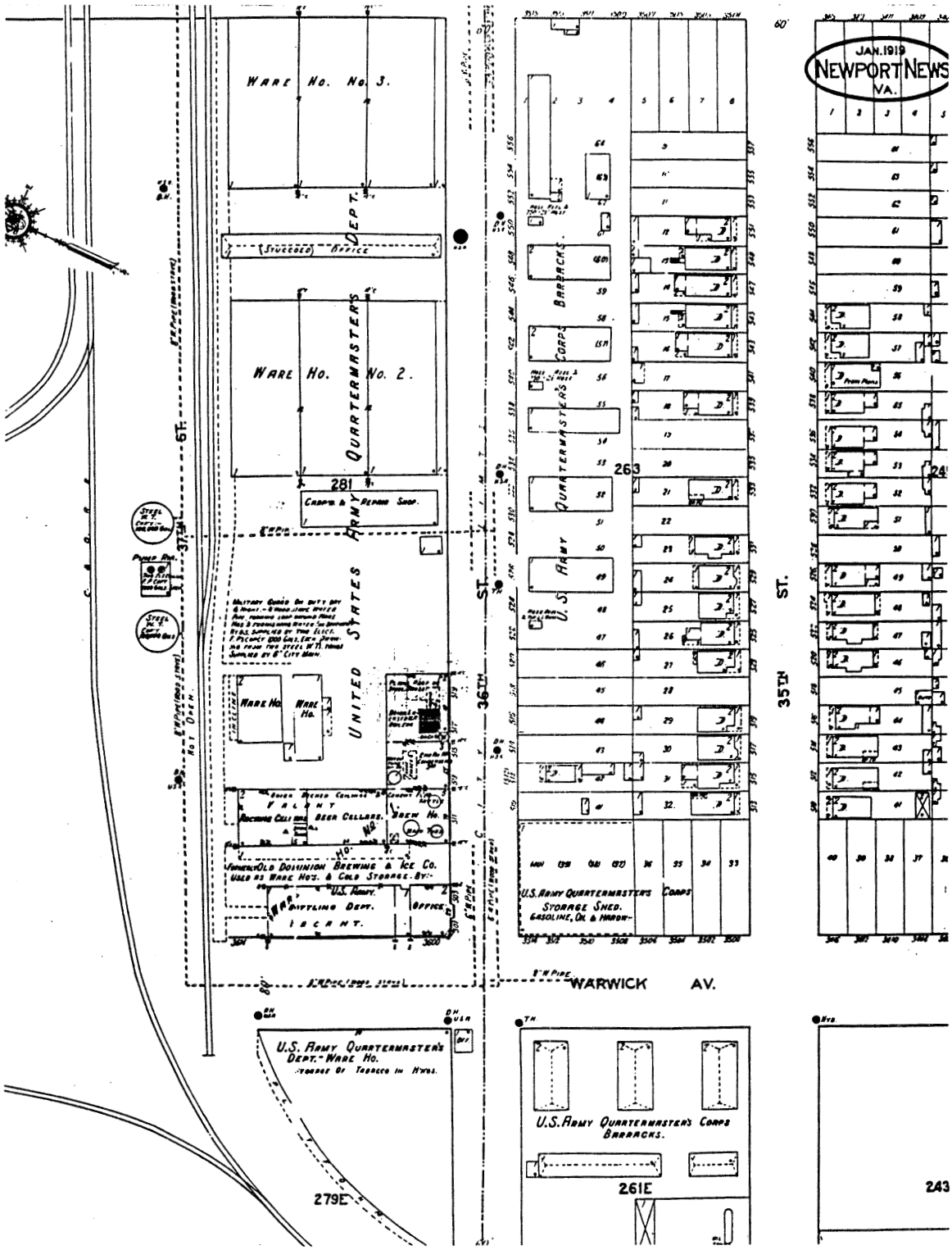


Figure 3:159 Newport News (Sanborn 1919:14).

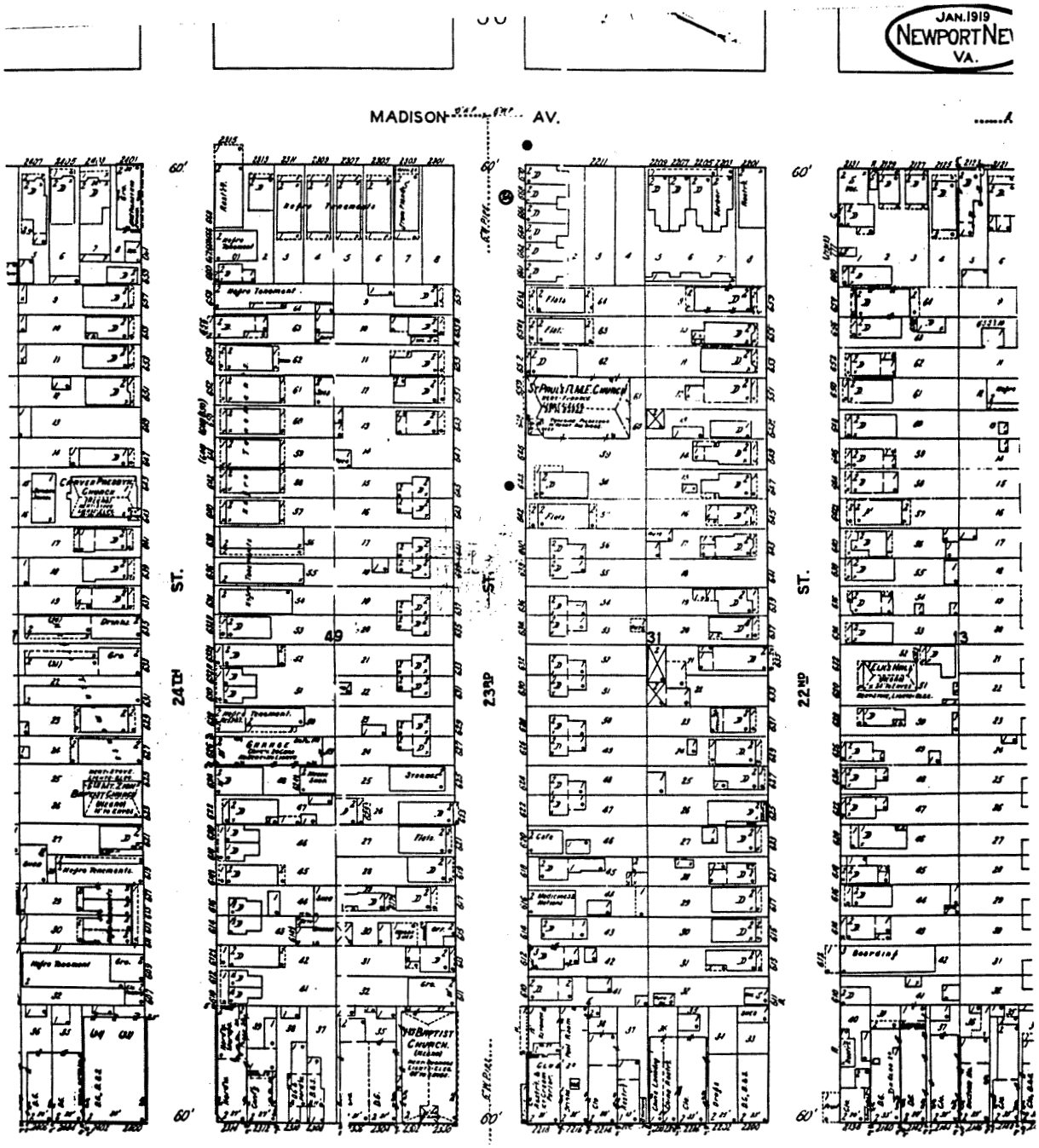


Figure 3:160 Newport News (Sanborn 1919:21).

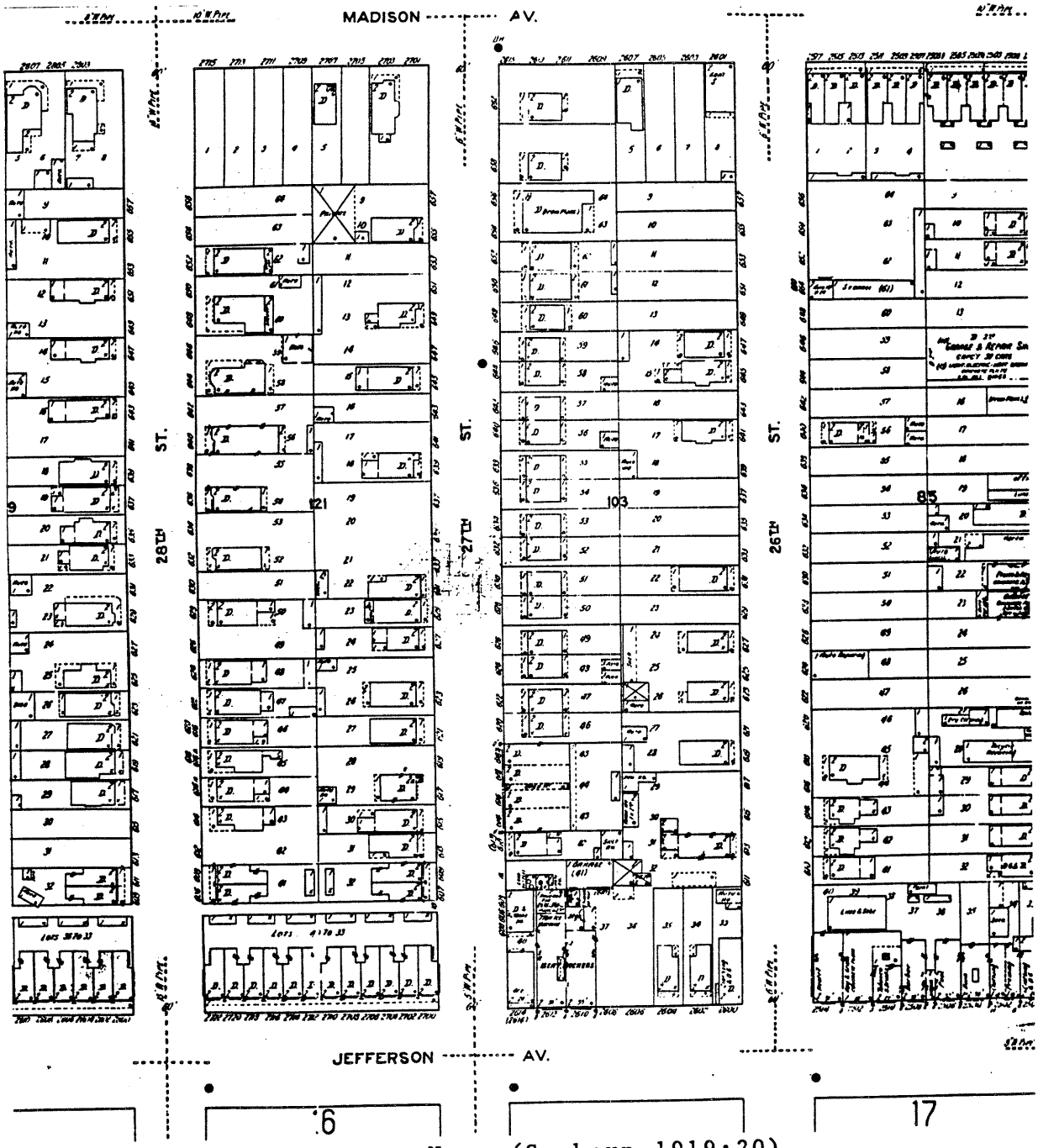


Figure 3:161 Newport News (Sanborn 1919:20).

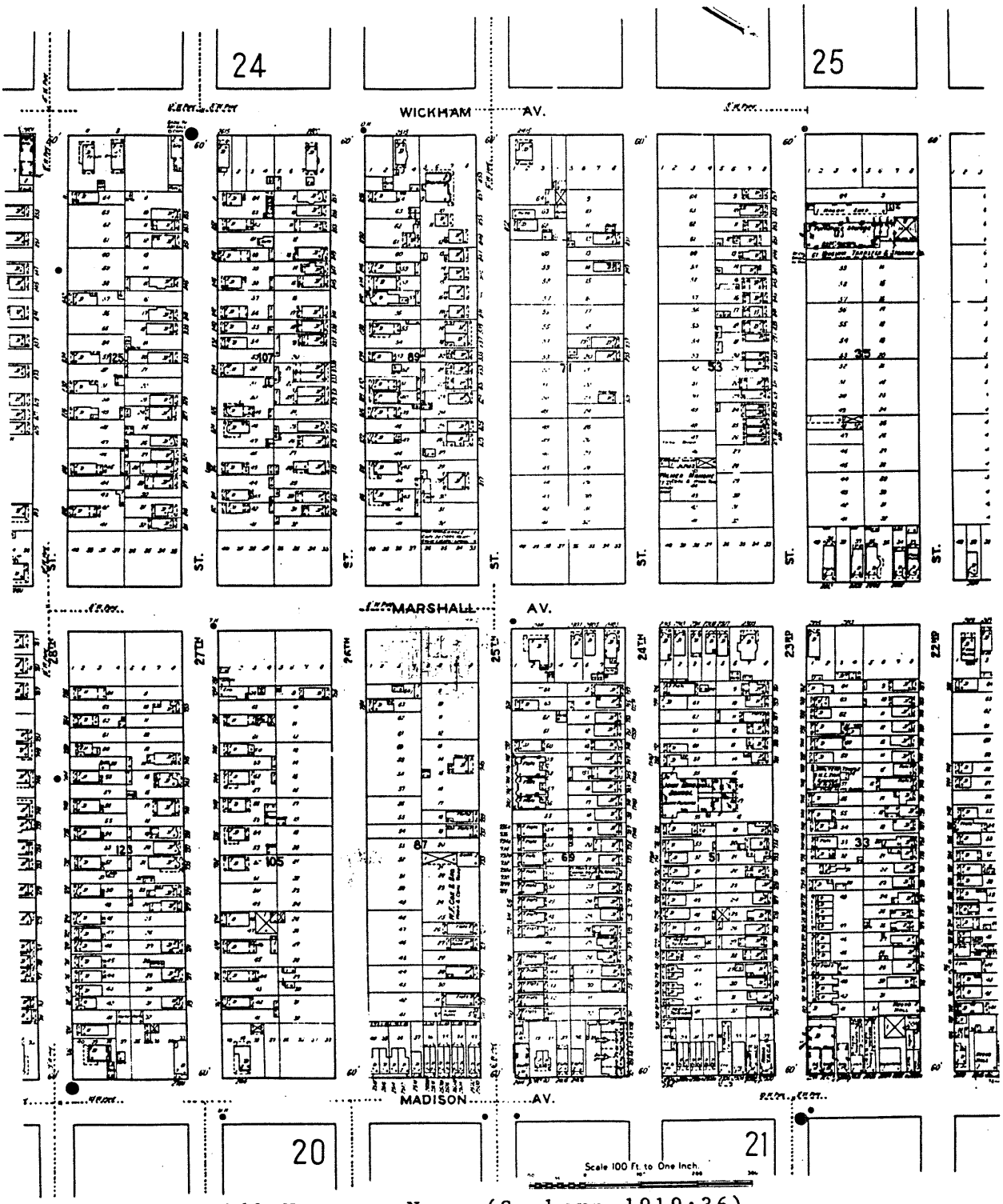


Figure 3:162 Newport News (Sanborn 1919:36).

Figure 3:163 Newport News (Sanborn 1919:37).

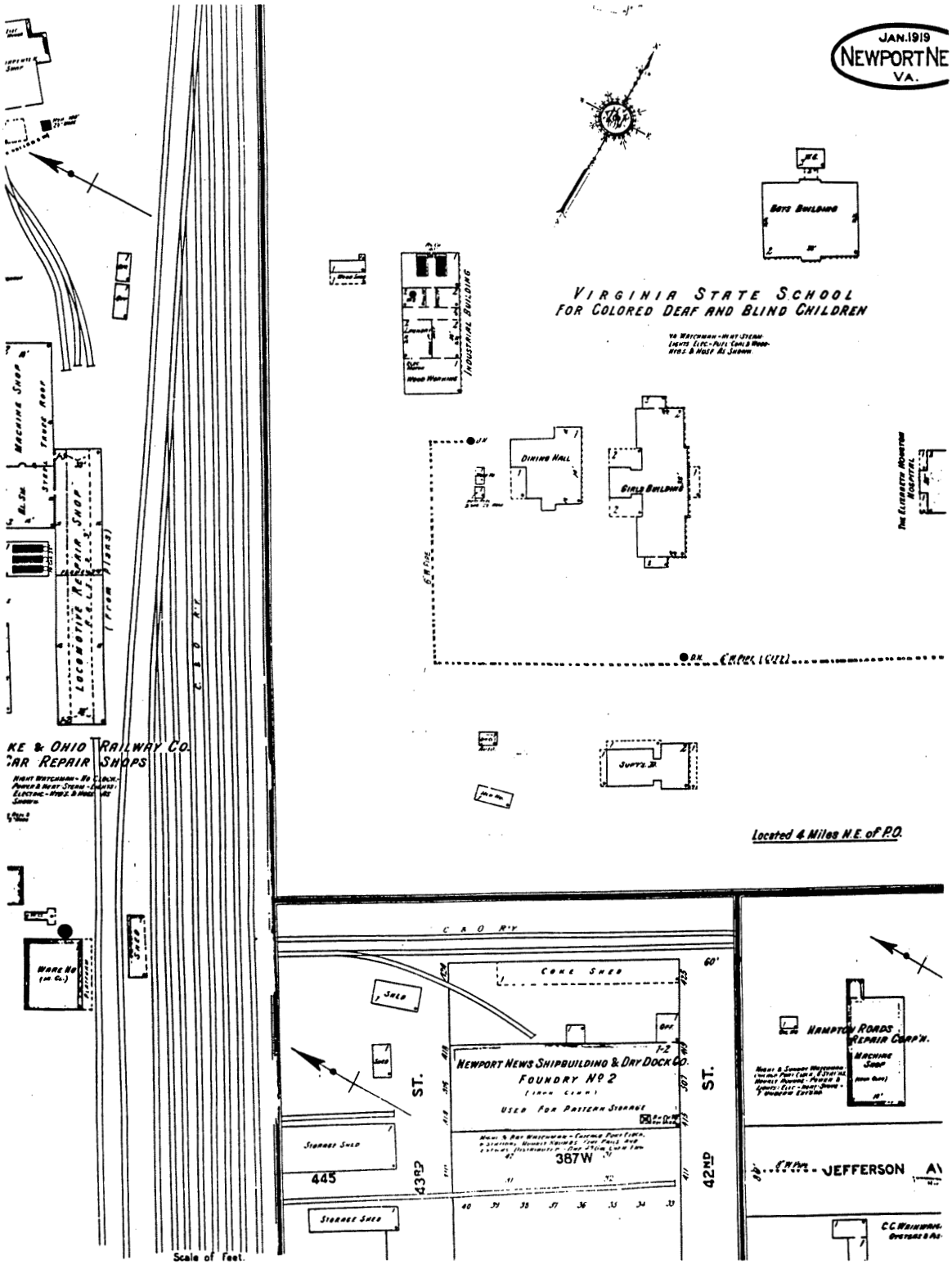


Figure 3:164 Newport News (Sanborn 1919:42).

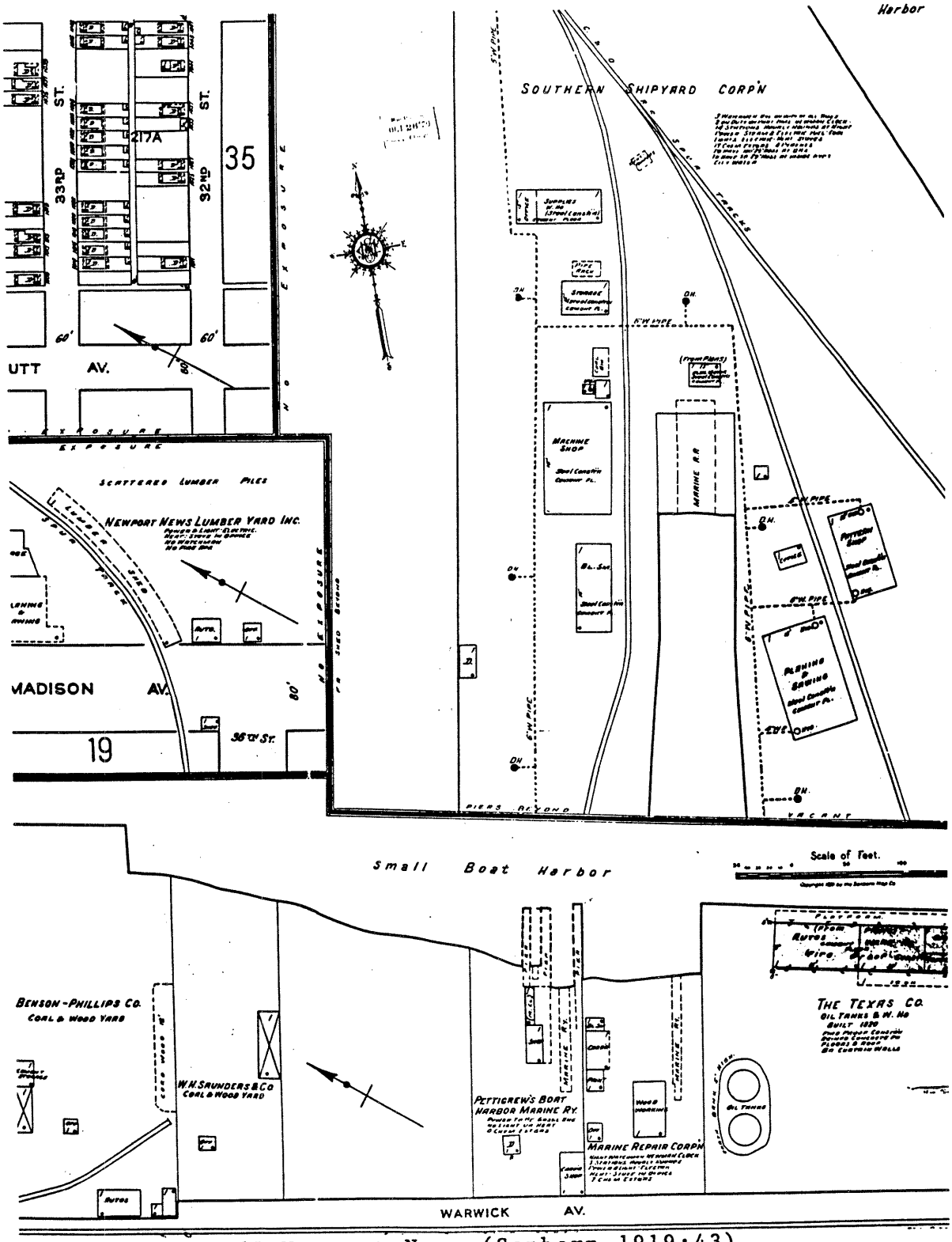


Figure 3:165 Newport News (Sanborn 1919:43).

housing density had occurred and the Walter Reed High School was built on a series of vacant lots that fronted upon Wickham Avenue at 24th and 25th Streets. At the corner of Hampton and Wickham Avenues was the War Camp Community Service Rest Room. The Second Baptist Church was renamed the Orcutt Avenue Baptist Church and a black congregation of Seventh Day Adventists had constructed a chapel on 24th Street, near its corner with Roanoke Avenue. On the south side of 29th Street was the Whitaker Memorial Hospital, which was erected by three black physicians: Drs. Whitaker, Forman and Dickerson (Sanborn 1919; Rouse 1989) (Figures 3:166 and 3:167).

There was a modest increase in housing density in the blocks enclosed by Roanoke, Chestnut and Hampton Avenues and 37th Street. The attribution of the St. James Episcopal and Trinity Baptist Churches to black congregations and the Christian Union and Salem Baptist Churches to whites suggests that 32nd Street served as an ethnic boundary between the neighborhoods that lay to its north and south, on the east side of Chestnut Avenue. To the east of Chestnut Avenue, west of Salters Creek, and north of 20th Street, a substantial increase in the number of housing units had occurred. With that growth came the construction of the Chestnut Avenue Methodist-Episcopal Church at the corner of Chestnut and 25th and a Seventh Day Adventist Church on 30th Street. Relatively few retail shops and service facilities were available in the area. At the corner of Oak (Norwood) Avenue and 29th Street was the Newport News Training School for Negroes, directly across from the First Baptist Church, which also was for blacks. The Booker Nursing School's facilities were located on the south side of 30th Street, between Chestnut and Oak Avenues. In 1919 the boundary line between Warwick and Elizabeth City Counties cut through the blocks bound by Oak and Parish Avenues. On the east side of Salters Creek, in what was then Elizabeth City County, development was sparse. To the east of the C & O main line but north of 37th Street, lots and streets were laid out as far north as 44th Street, but relatively little development had occurred. Housing density was greatest in the blocks between Roanoke and Chestnut Avenues (Sanborn 1919) (Figures 3:168 and 3:169).

1921 to 1930

When the 1920s opened, Newport News was on the crest of a wave of prosperity, thanks to the growth of the shipping and shipbuilding industries, for the city's population escalated to approximately 100,000 persons, creating a building boom and inflated real estate values. As the size and population of the city grew, its mode of government was perceived as inefficient and cumbersome. In March 1920 Newport News' city charter was amended with the approval of the General Assembly, and the city manager form of government was adopted. Departments of government were established and a program of public improvements was undertaken. Some of the city's less-traveled streets and avenues were paved and certain side streets in the downtown area were widened. New elementary and high schools were built for both blacks and whites (Jester 1961:145-146).

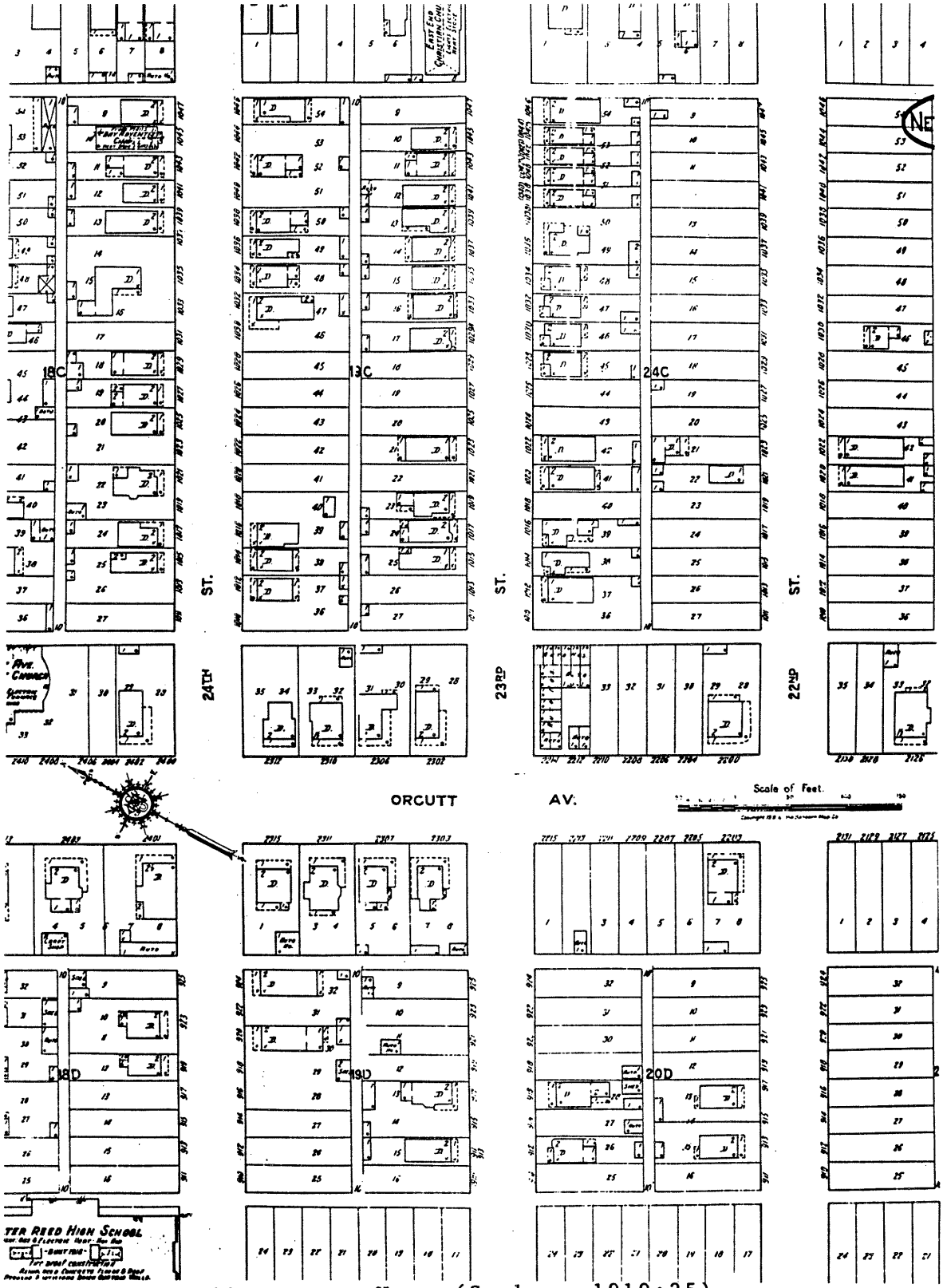


Figure 3:166 Newport News (Sanborn 1919:25).

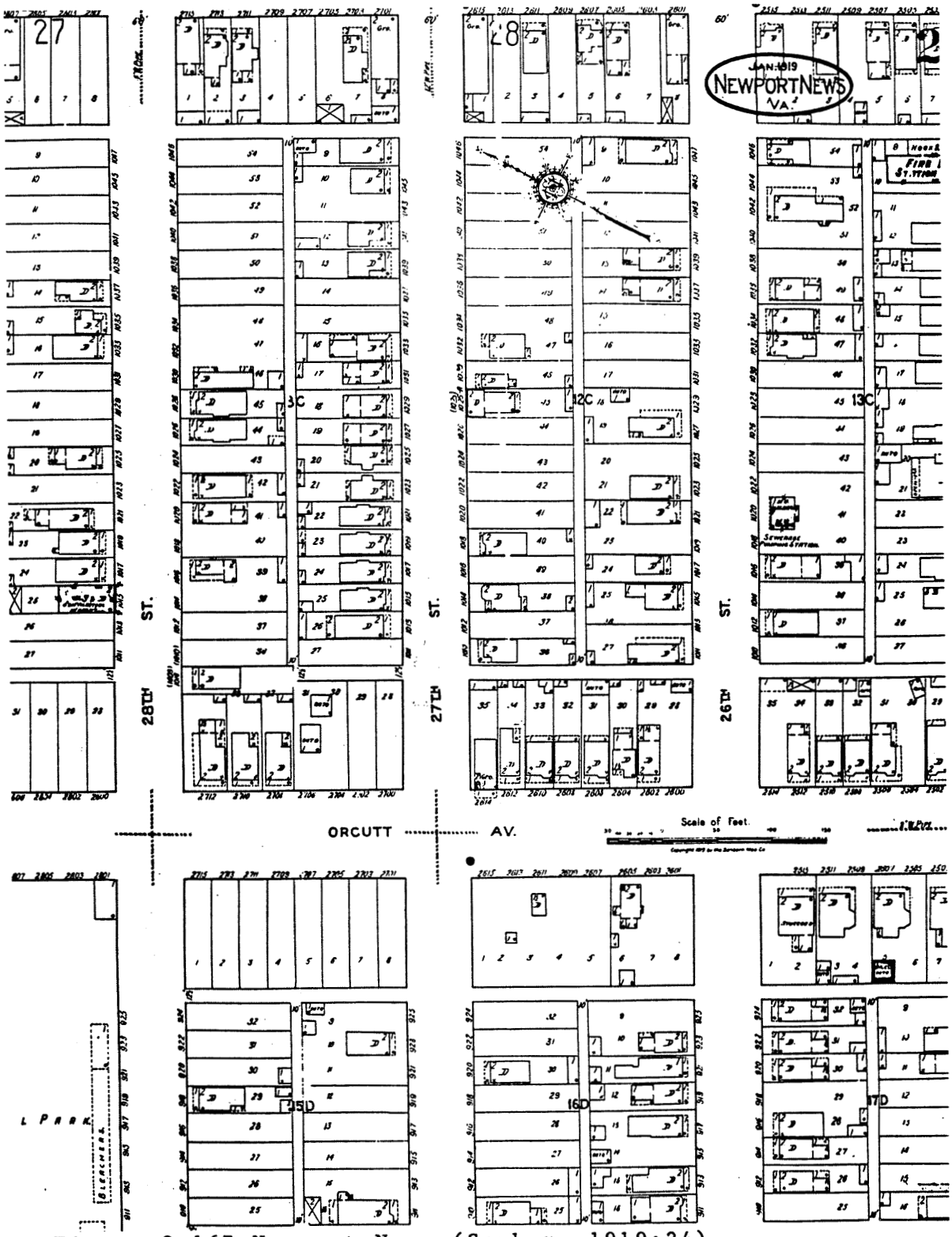


Figure 3:167 Newport News (Sanborn 1919:24).

Figure 3:168 Newport News (Sanborn 1919:31).

Figure 3:169 Newport News (Sanborn 1919:32).

In the aftermath of World War I, disarmament brought about dramatic reductions in defense spending. As a result, the shipyard lost $70 million in government contracts and the shipyard's work force was reduced to 2,000 men. This produced a trough in the city's economy and brought about unforeseen hardships. Shipyard officials turned to diversification as a means of adapting to the changing economic conditions. Besides ships, the company began manufacturing locomotives, freight cars, heavy machinery and water turbines. In 1921 Hilton Village was offered for sale by the U. S. Shipping Board, at which time it was purchased by the Newport News Land Corporation. The planned community's homes were sold to private individuals commencing in 1922. The site of Camp Stuart also was returned to the private sector, for in 1928 it became the Old Dominion Golf Course, a facility that was in use until 1940 (Jester 1961:146,192).

In 1927 an anonymous cartographer prepared a map of Newport News, identifying its old and new city limits. According to his rendering, on January 1, 1920 Newport News' northernmost boundary line on the west side of the C & O main line followed the course of 57th Street. By April 15, 1920, the city had annexed the blocks between 57th and 64th Street. In 1920, the northern city limits on the east side of the C & O followed the course of 36th Street and then turned south on Madison; at 32nd Street it headed east and then turned south, halfway between Oak and Parish Avenues. On June 1, 1921 the city's northerly boundary line was moved up to 37th Street, where it followed the tracks of the C & O's eastern spur line across Salters Creek, turned south and followed the confluence of the creek. Finally in January 1927 the eastern boundary line of Newport News was shifted east to Pear Avenue, where it abutted the limits of Kecoughtan (Anonymous 1927).[40] Another significant change that occurred during the late 1920s was the opening of a bridge across the James River, connecting Warwick County with the Southside region. On November 17, 1928, when the 4 1/2 mile long bridge was opened to traffic, it was the world's longest bridge (Jester 1961:193).

The 1926 Sanborn Map

Between 1919 and 1926, the military installations that had occupied the C & O's waterfront property during World War I had (for the most part) been dismantled. Gone were the clusters of army barracks and the mule sheds that had been present in 1919, although a few barracks remained near the entrance to Pier No. 10. The overall appearance of 18th Street, the New River and Pocahontas Coal Company's facilities and the C & O railroad shops essentially was unchanged (Sanborn 1926).

In 1926, commercial development still characterized the blocks between West and Huntington Avenues and 23rd to 28th Streets, although some of the structures that five years earlier

---

[40]The only available facsimile of the 1927 map is an indistinct negative print that is unsuitable for reproduction in this report.

had housed wholesale or retail establishments had been converted to storage facilities or auto repair shops and other buildings had been allowed to fall into a state of disrepair. This suggests that it was right after World War I that the lower end of Washington Avenue's business district embarked upon a period of decline, as new construction shifted northward. An armory stood upon four formerly vacant lots that fronted on 24th Street, between West and Washington Avenues. Nearby were the Boy Scout headquarters. Between 1919 and 1926, the Hotel Grafton, on the northeast corner of Washington and 24th, had become the Hotel Jefferson. Dwellings still lined the numbered streets that fed into Washington Avenue. A newly constructed building on the southwest corner of Huntington Avenue and 27th Street was shared by an automobile dealership (on its first floor) and the Newport News City Hall (on its second floor). Across 27th Street was a filling station. The Gloucester Boarding House at the corner of 29th Street and West Avenue had been converted into the Westover Apartments (Sanborn 1926) (Figure 3:170).

Between 1919 and 1926 the Rodef Shalom Temple (a Jewish synagogue) was constructed on the west side of Huntington Avenue, between 31st and 32nd Streets.[41] The building that earlier on had housed the Y.M.C.A., by 1926 had become the Odd Fellows Hall. On the northwest corner of 33rd Street and Washington Avenue was the Masonic Building. The St. Francis Hospital, which had stood at the corner of West Avenue and 35th Street between 1913 and 1919, by 1926 had been converted into a multi-family housing complex called the West Apartments. On the north side of the 100 block of 35th Street, where army officers quarters had stood in 1919, were the Perkins Court Apartments. Nearby were the kindergarten and a Y.M.C.A. that had been present earlier on. The residential character of the neighborhoods above 35th Street essentially was unchanged, although the old Salvation Army Club on 36th Street had been vacated. Although Sanborn maps are not available for all of the blocks below 37th Street, between West Avenue and the James River, the few drawings that were prepared indicate that the various apartment buildings that had been built during wartime were still in use (Sanborn 1926) (Figures 3:171

---

[41]The forefathers of Newport News' Jewish population came to the area, seeking economic opportunites. Many of them operated ships chandleries and other retail businesses. During the late nineteenth and early twentieth centuries, many of the city's Jews resided in the East End area, near Jefferson Avenue, in neighborhoods that are now black. The peninsula's first synagogue, Adath Jeshurun, was Orthodox. The patriarch of the Nachmans, one of Newport News' most prominent Jewish families, came to America during the 1880s, at age 15; his family settled in Hell's Half Acre, near the coal piers. In 1894 the Nachmans opened a business of their own. Meeting with success, in 1901 they had relocated to Chestnut Avenue, which was then at the hub of the city's commerce. Later, when Washington Avenue became the focal point of the city's business district, the Nachmans followed and opened a new store (Newport News Times-Herald 1978:27).

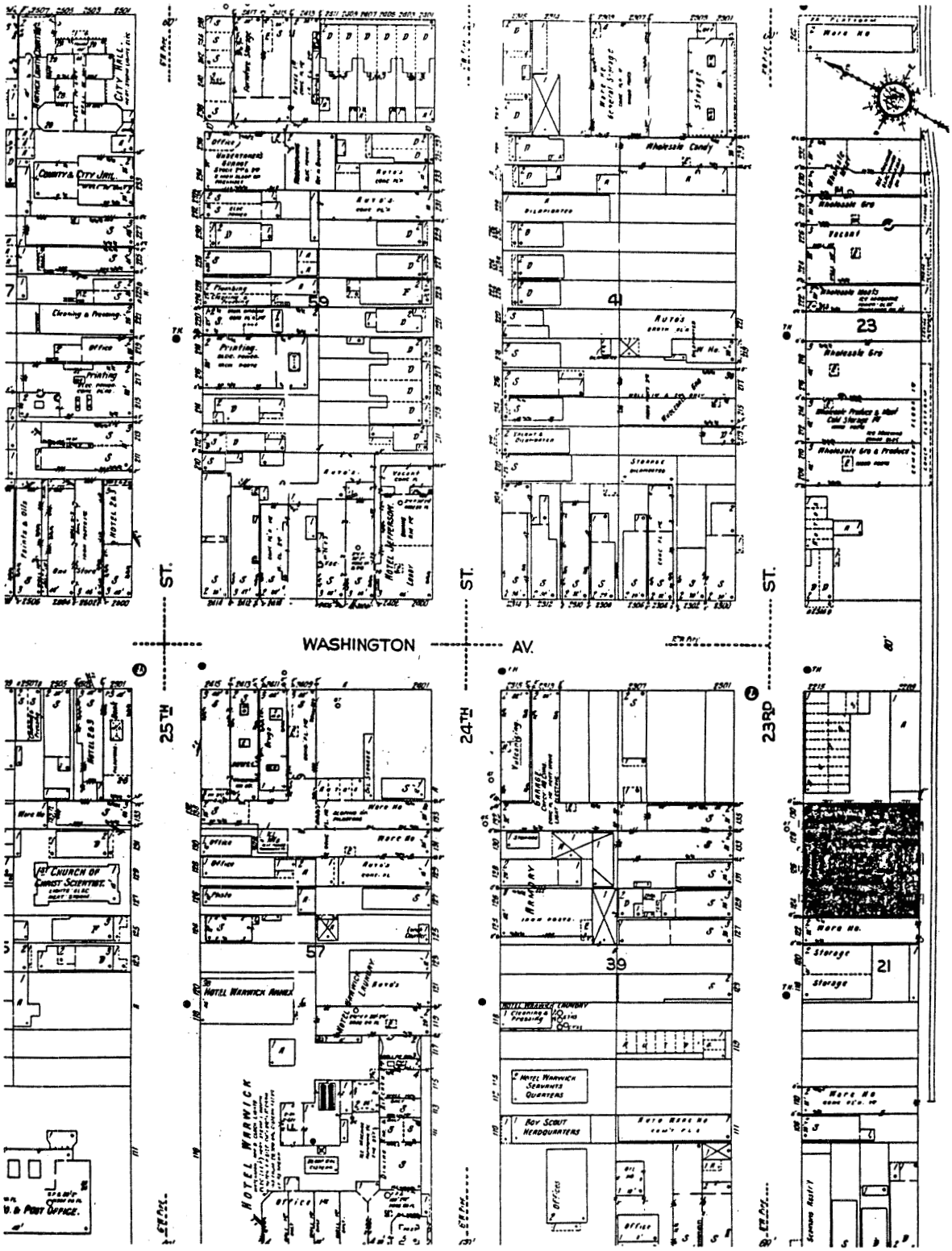


Figure 3:170 Newport News (Sanborn 1926:6).

through 3:174).

Below 30th Street, between Huntington Avenue and the C & O main line, a negligible amount of change occurred during the post-war years. However, above 30th Street, the few structures that in 1919 stood in the blocks between 30th and 32nd Streets and Huntington and Virginia Avenue were razed to make way for the Newport News High School and its athletic field. On the east side of Virginia Avenue, abutting the C & O tracks, the Benson and Phillips Company took over the property formerly occupied by the R. E. Richardson Planing Mill. In the blocks to the north of 32nd Street there was a modest increase in the amount of residential development. The Knights of Columbus constructed a building on a lot that was adjacent to the Ryan School. Next to the C & O tracks, the Newport News Distilled Ice Company erected its facilities on the halves of two previously vacant blocks (Sanborn 1926) (Figures 3:175 and 3:176).

By 1926 the Newport News Shipbuilding and Dry Dock Company's barracks and the army camp on the west side of Huntington Avenue between 39th and 41st Streets, had been dismantled. Very few changes were in evidence in the blocks that stretched northward toward 50th Street. A sizeable addition had been built onto the Stonewall Jackson School and a wing was added to the Calvary Baptist Church. Auto repair and storage facilities had been constructed at the corner of Virginia Avenue and 46th Street. Otherwise, the neighborhoods between 37th and 50th Streets had undergone relatively few changes since 1919. The Newport News Shipbuilding and Dry Dock Company's property between Virginia Avenue and the C & O encompassed the blocks between 38th and 43rd Streets. To the east, the blocks between 43rd and 46th Street were vacant, rows of single family dwellings lined the east side of Virginia Avenue from 46th to 50th Streets. Above 50th Street was a long line of tobacco warehouses (Sanborn 1926) (Figure 3:177). Prior to 1926 the shipyard's facilities had expanded northward to 53rd Street and had become increasingly more elaborate. Single family homes and duplexes were situated on the relatively large lots that stretched out to the north of 50th Street. The Grace Methodist-Episcopal Church, which had been built since 1919, stood on the southwest corner of Huntington and 51st Street. The area's overall housing density had become somewhat greater. To the north of 55th Street, those who lived along Huntington Avenue enjoyed an unobstructed view of the James River. Throughout that area were large dwellings that were situated on oversized lots. By 1926 urban development had extended even further north, beyond the limits of the present study area (Sanborn 1926) (Figures 3:178 through 3:183).

In 1926, when the area to the east of the C & O main line and south of 19th Street was mapped by the Sanborn Insurance Company, the blocks between 15th and 18th Streets, between Warwick and Jefferson Avenues, were lined with closely spaced flats that were interspersed with vacant lots. Flats and single family dwellings also lined both sides of 19th Street. On the south side of 18th

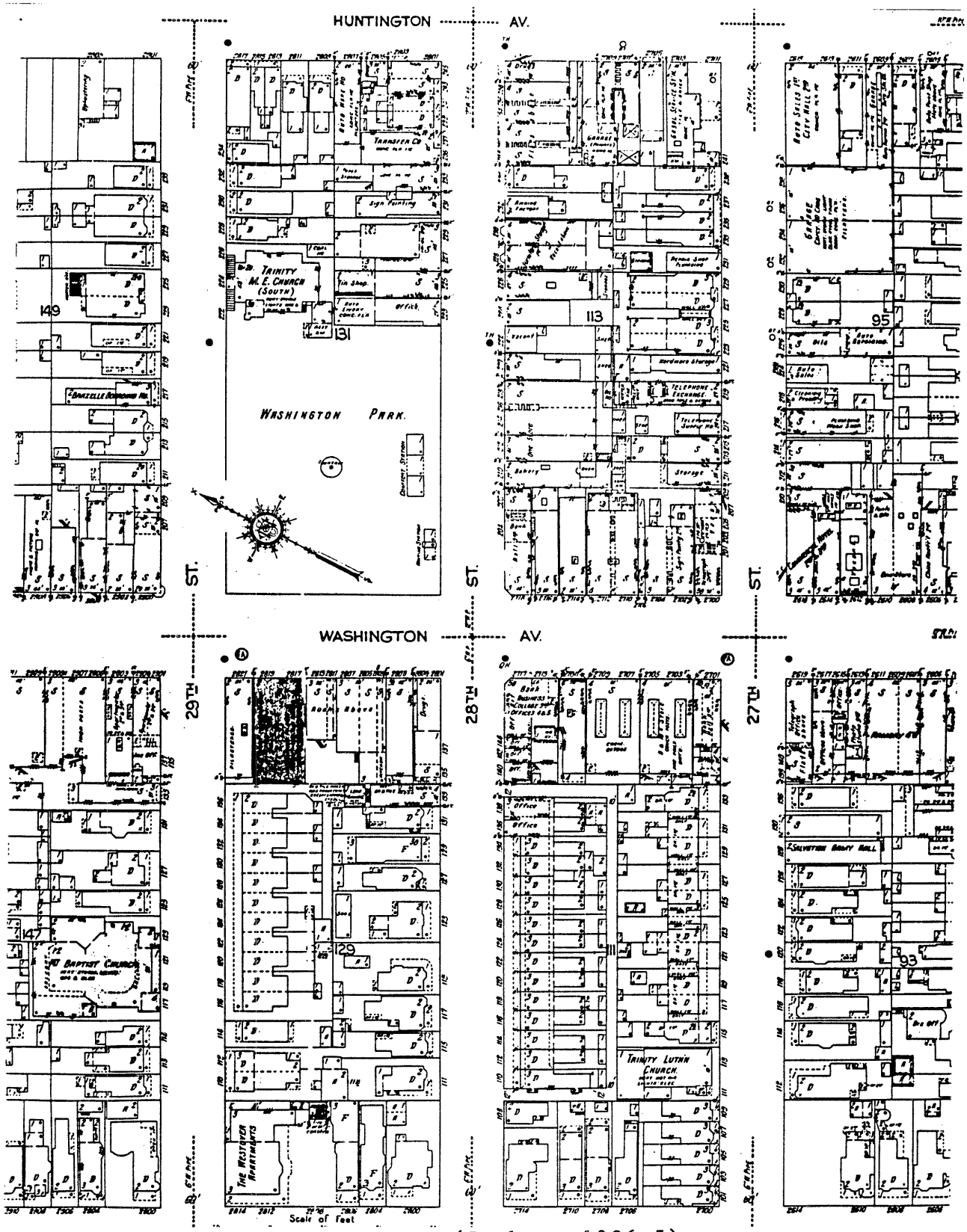


Figure 3:171 Newport News (Sanborn 1926:5).

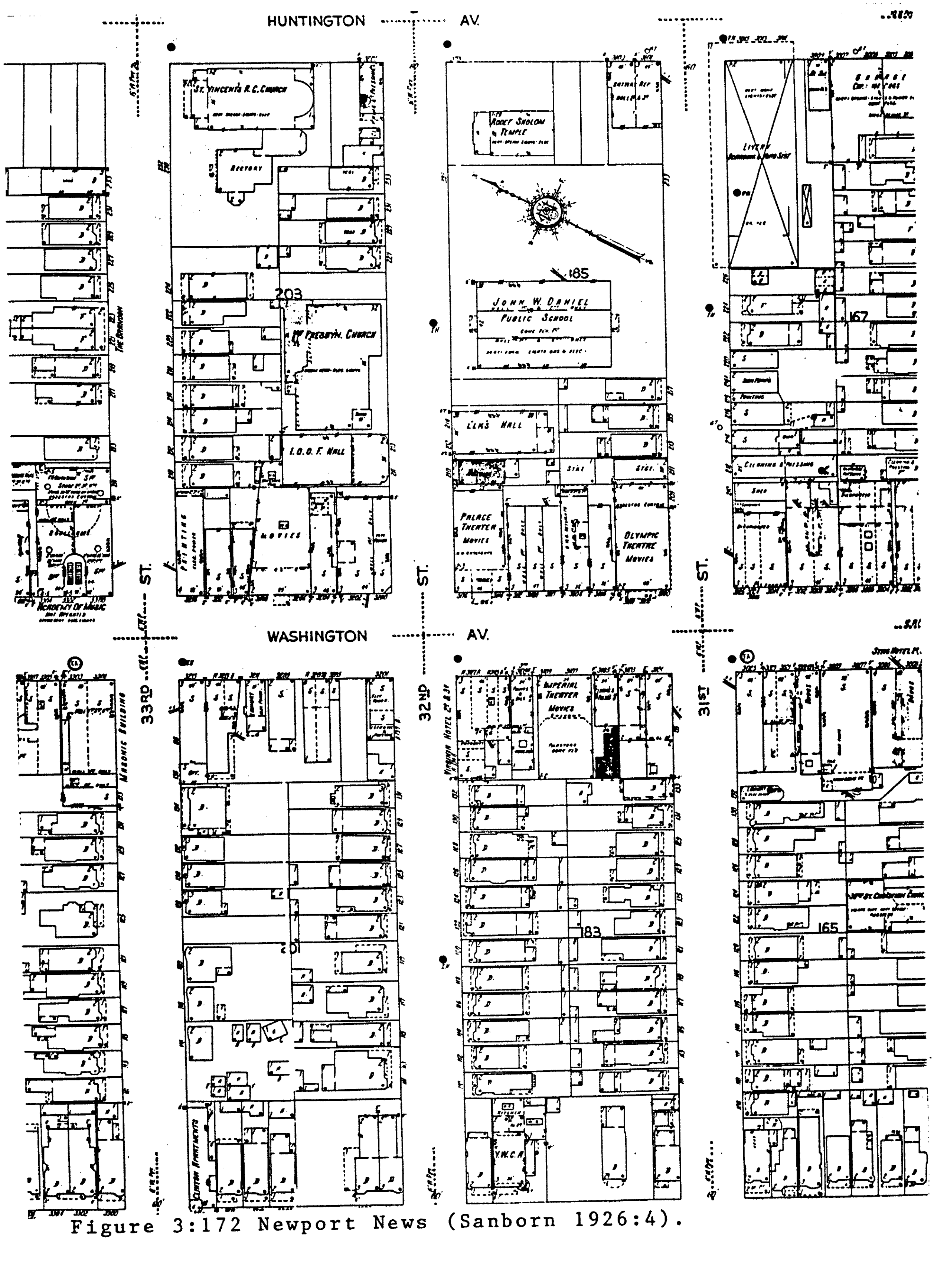


Figure 3:172 Newport News (Sanborn 1926:4).

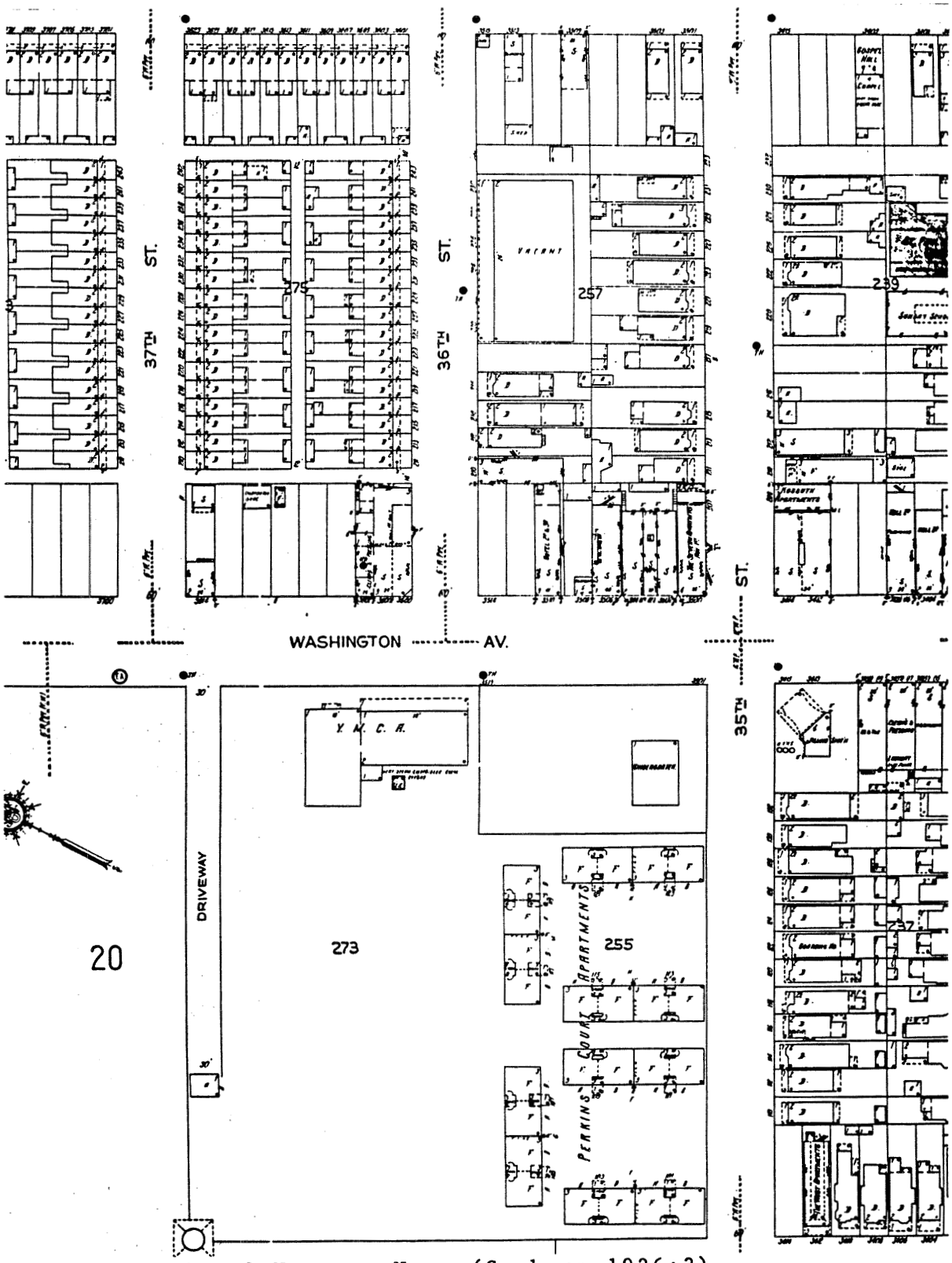


Figure 3:173 Newport News (Sanborn 1926:3).

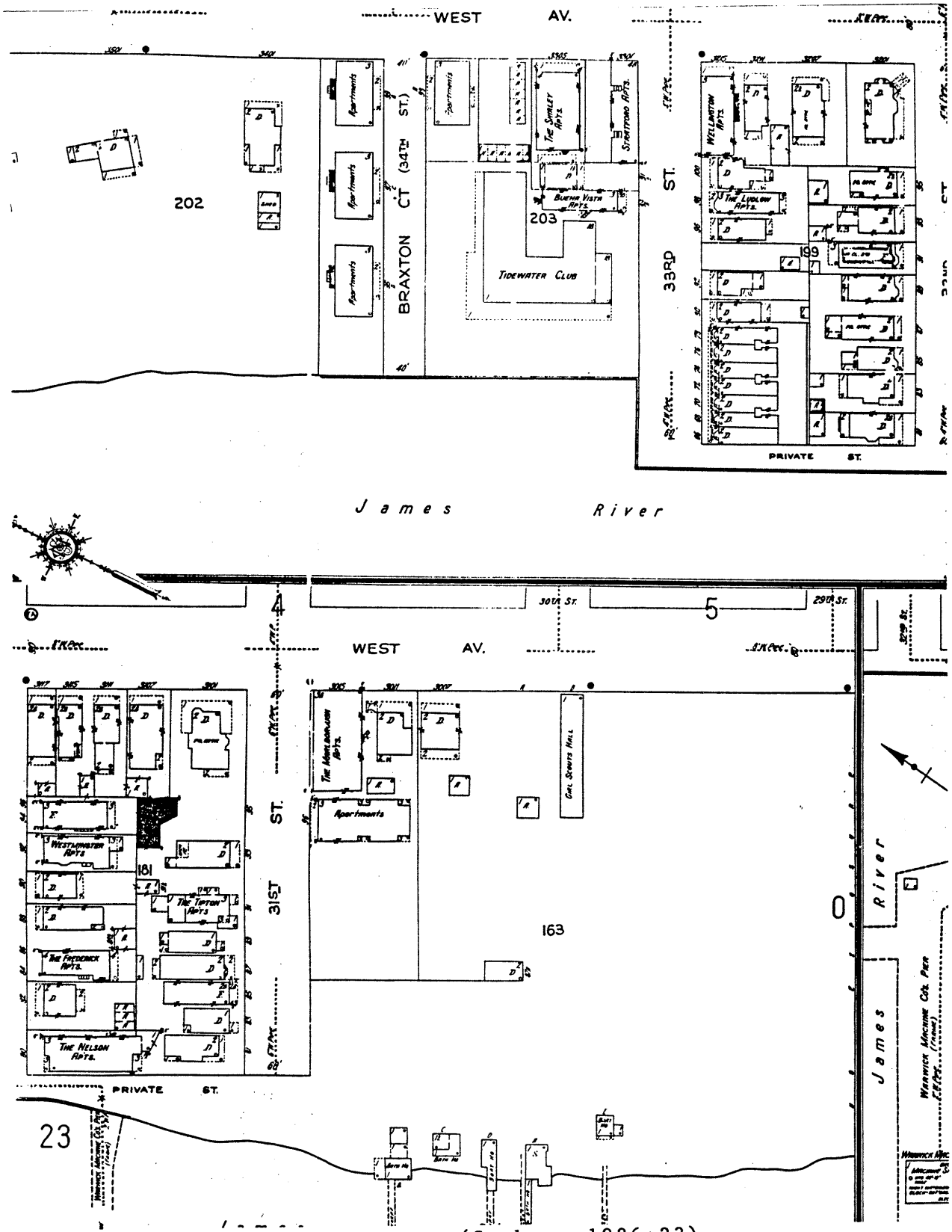


Figure 3:174 Newport News (Sanborn 1926:23).

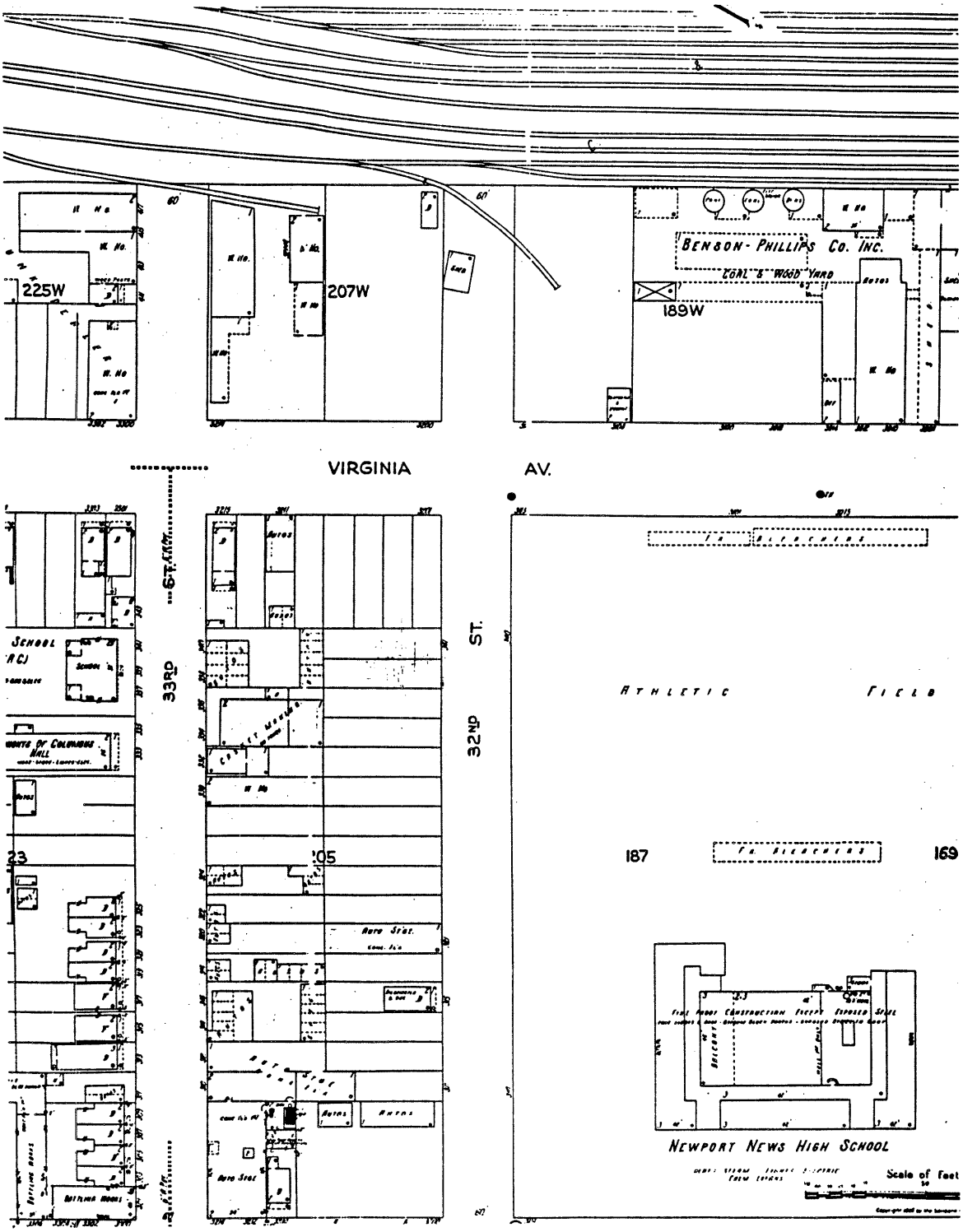


Figure 3:175 Newport News (Sanborn 1926:8).

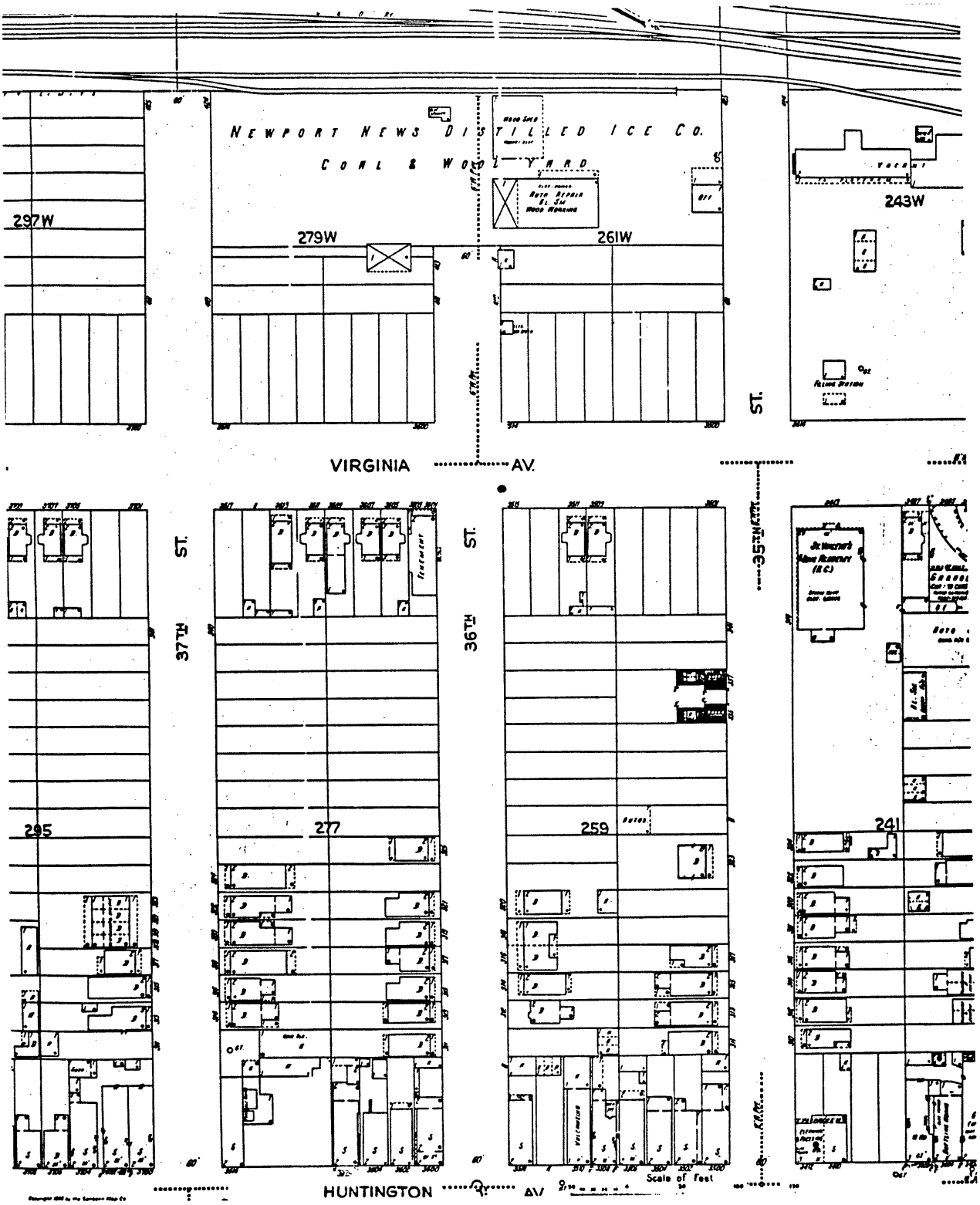


Figure 3:176 Newport News (Sanborn 1926:7).

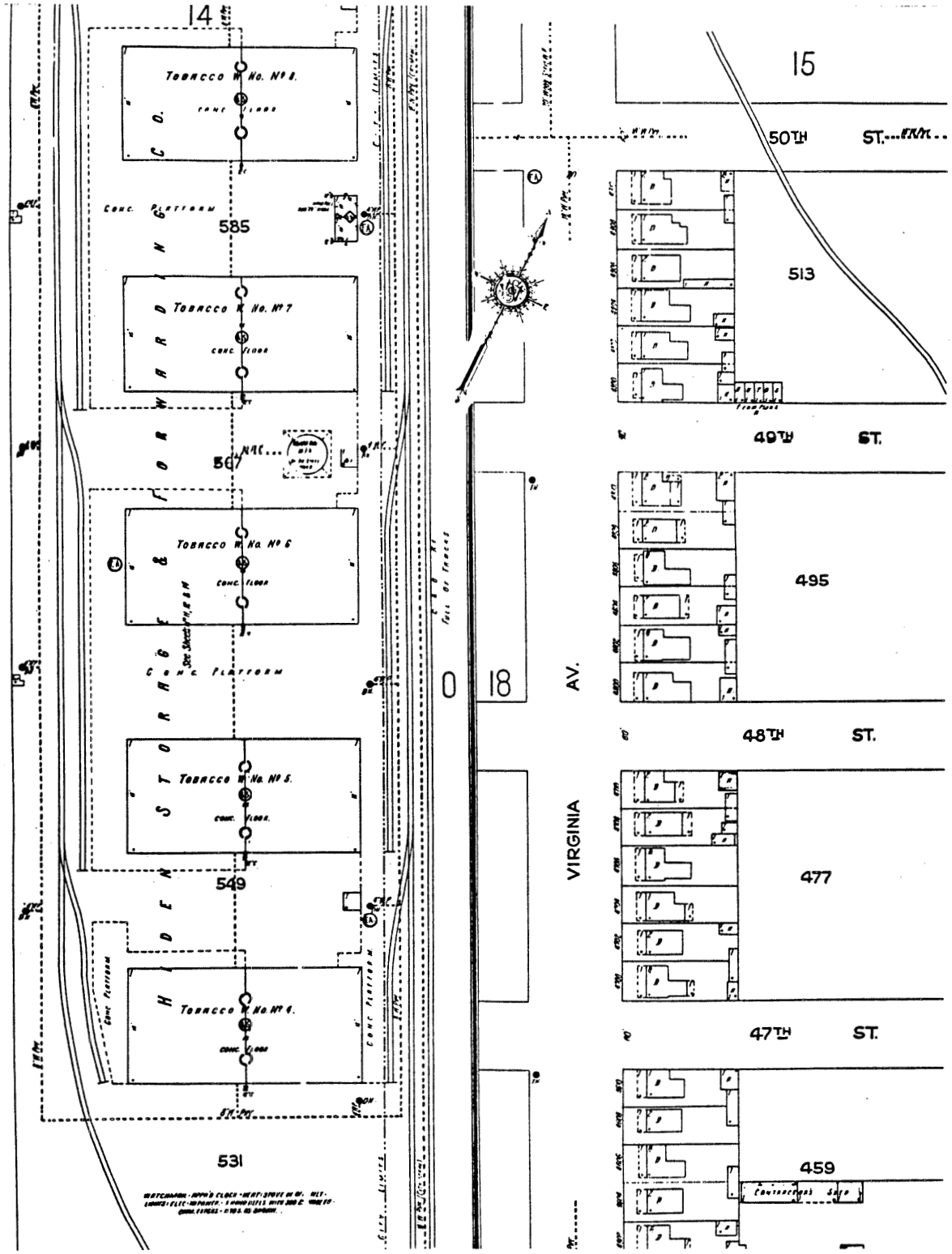


Figure 3:177 Newport News (Sanborn 1926:15).

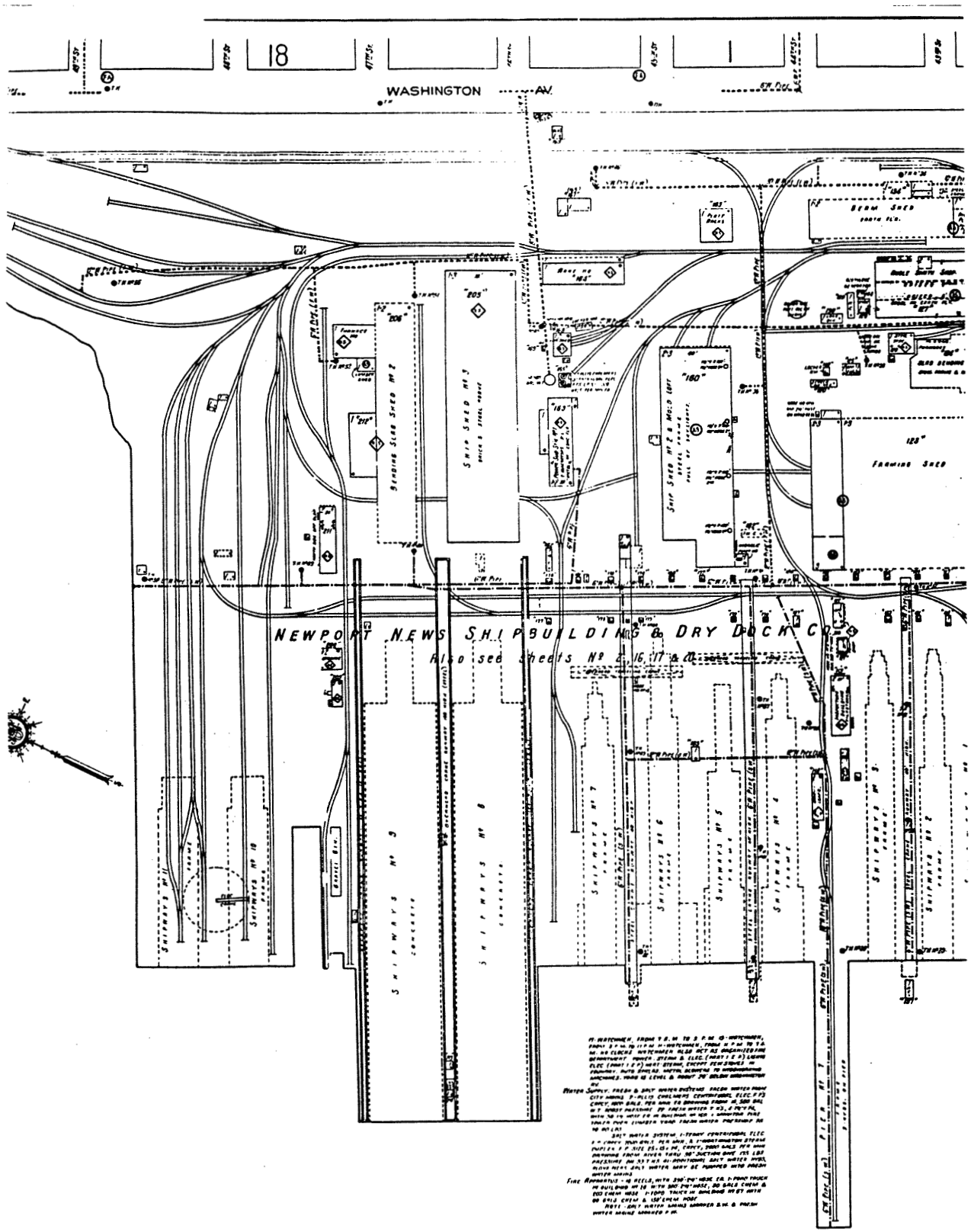


Figure 3:178 Newport News (Sanborn 1926:19).

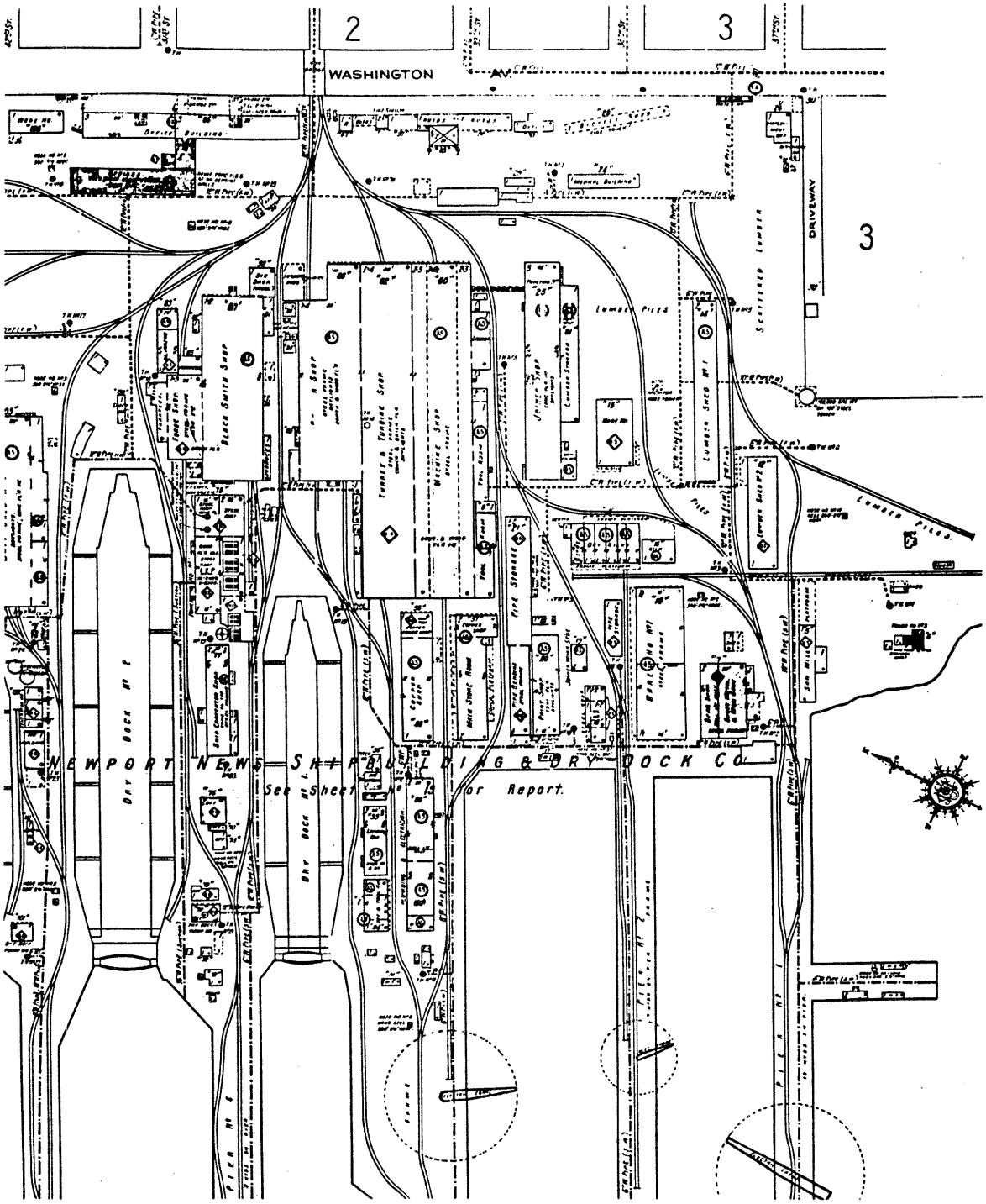


Figure 3:179 Newport News (Sanborn 1926:20).

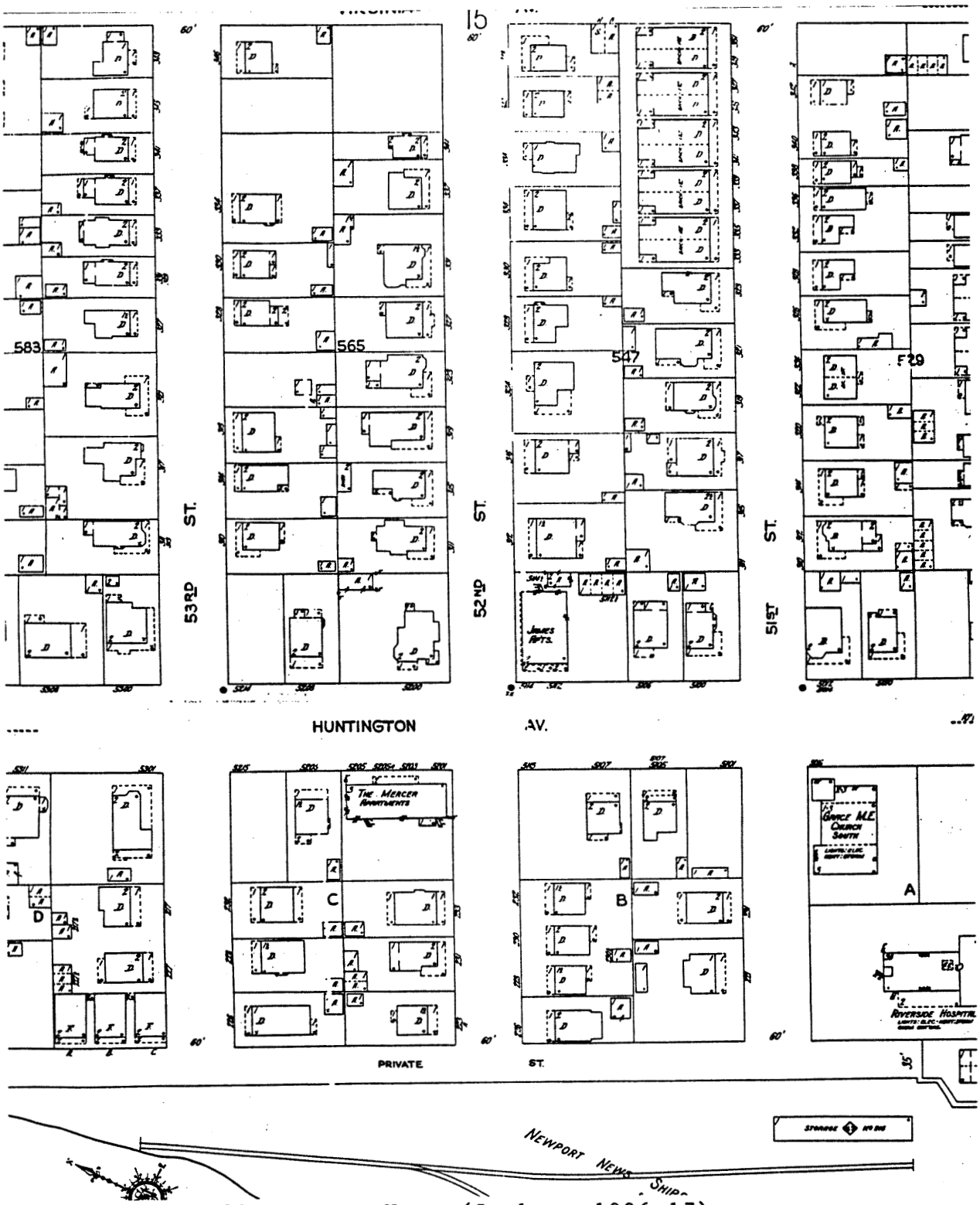


Figure 3:180 Newport News (Sanborn 1926:17).

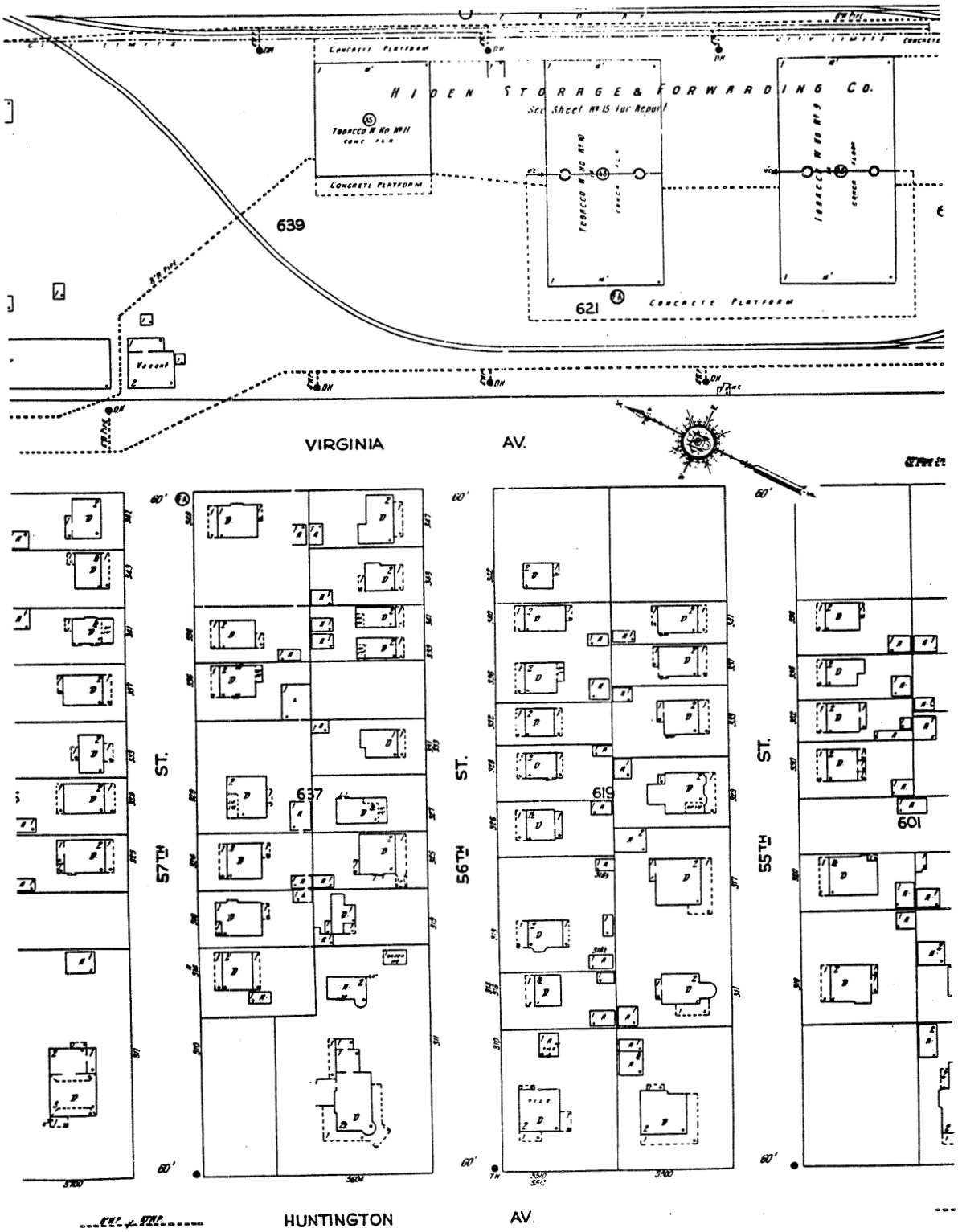


Figure 3:181 Newport News (Sanborn 1926:14).

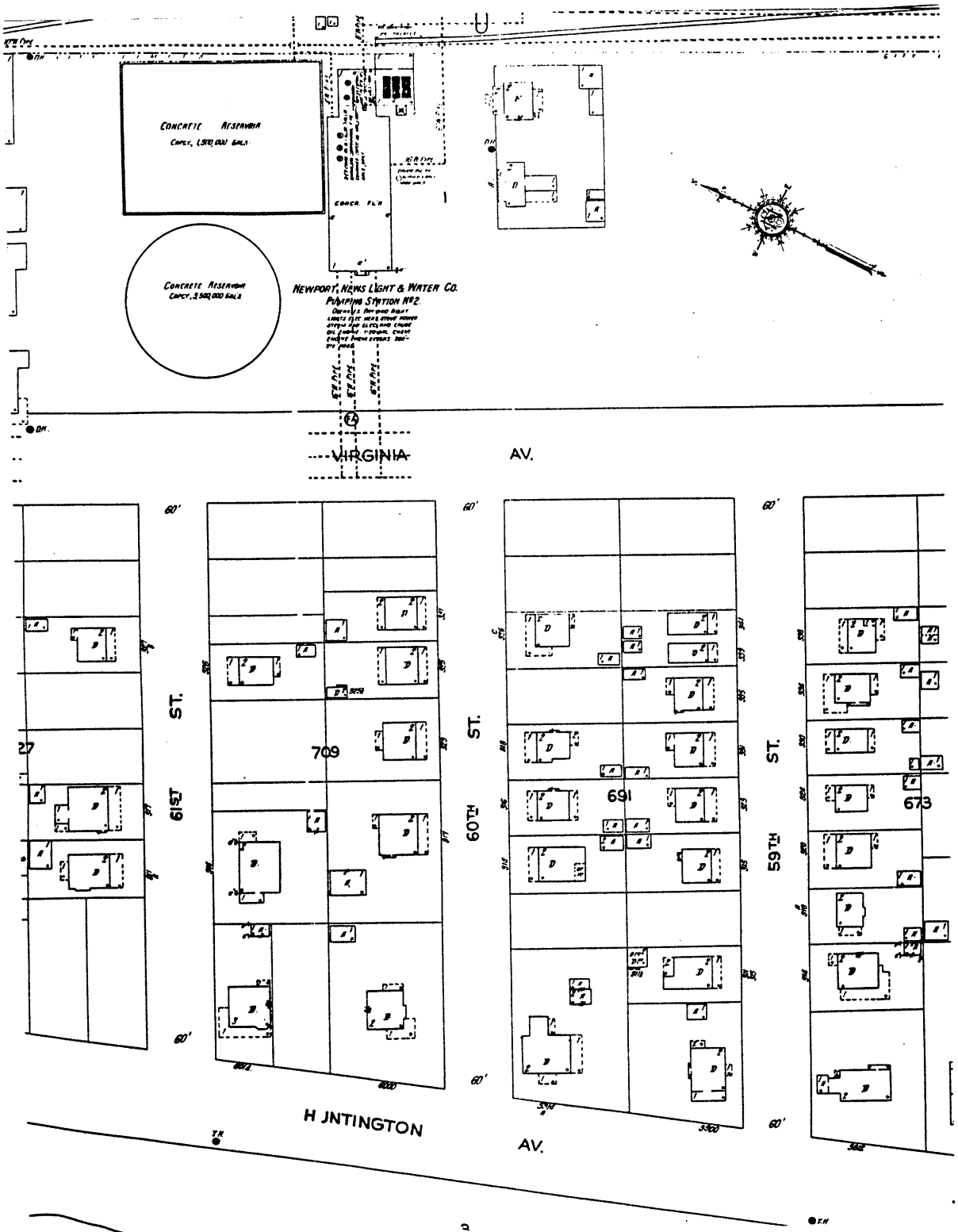


Figure 3:182 Newport News (Sanborn 1926:13).

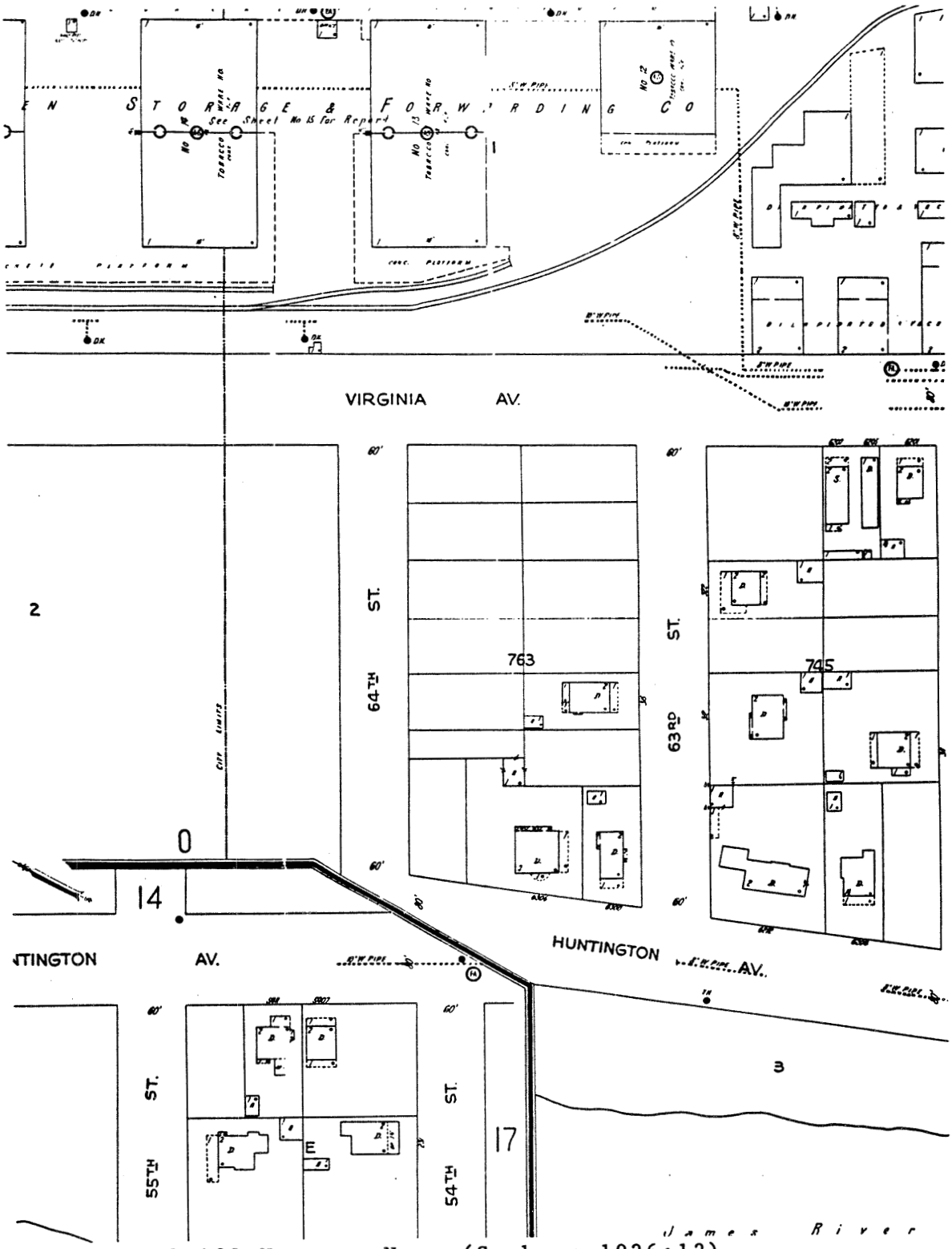


Figure 3:183 Newport News (Sanborn 1926:12).

Street was the First Baptist Church of Dawson City and to the north, on 19th Street, was the Rising Sun Christian Church, which occupied a formerly vacant lot. Moving northward, the junk yard on the southwest corner of 20th Street and Jefferson Avenue had been replaced by the Lincoln Movie Theater. Retail shops and dwellings were scattered along both sides of 23rd Street. Between 1919 and 1926, there was little increase in housing density in the blocks delimited by the C & O main line, Jefferson Avenue, and 20th through 37th Streets; however, a few new businesses had moved into the area. The Newport News Street Department's shops were located in the blocks between Warwick Avenue, the railroad tracks, 29th and 31st Streets, where P. W. Hiden's mule yard formerly had been located; Hiden, however, had retained his mule yard between 32nd and 33rd Streets. To the north, P. W. Hiden's hay and grain warehouse had been converted to a junk warehouse and the block that in 1919 had accommodated the U. S. Quartermaster Corps' and the Texas Company's facilities was in the possession of the National Oil Company. The quartermaster corps warehouses, which were located between 36th and 37th Street, by 1926 were being utilized by the Hiden Storage and Forwarding Company, which also had taken over the corps' warehouse and platform that were situated close to the C & O's eastern spur line (Sanborn 1926) (Figures 3:184 and 3:185).

By 1926, structures stood upon many formerly vacant lots within the blocks bound by Jefferson and Madison Avenues and 19th through 30th Streets. Shops and stores lined the east side of Jefferson Avenue, whereas Madison was less commercialized. Above 30th Street, residential and commercial development was sparse and most of the lots between 34th and 37th Streets were vacant. Part of P. W. Hiden's hay storage facilities, between 36th and 37th Streets, had been razed, with the exception of a former hay warehouse that was being used by Newport News Foundry Company. To the south, the lots that in 1919 had been occupied by Army barracks by 1926 were vacant (Sanborn 1926) (Figures 3:186 through 3:188). Between 1919 and 1926 there was little discernible change in the extent of residential and commercial development along Ivy Avenue. The crude roadway that in 1919 had been known as Taylor's Row by 1926 had become known as Taylor Avenue, a 60 foot wide thoroughfare. The neighborhoods from Ivy and Taylor Avenues to 37th Street, between Jefferson and Madison, were predominantly black. At the terminus of Warwick and Jefferson Avenue, the Southern Shipyard Company and several other business establishments were clustered close to the small boat harbor. A municipal pier protruded from the end of Jefferson Avenue, near which was the Chesapeake Ferry Company's slip (Sanborn 1926) (Figure 3:189).

By 1926, the area below 16th Street between Madison and Marshall Avenues, where Camp Stuart had been located in 1919, had changed significantly, for the Huntington High School and its athletic field had been constructed, an educational institution that was for blacks. The Joseph M. Parker School, on the south side of 18th Street, had been enlarged and renamed the 18th Street

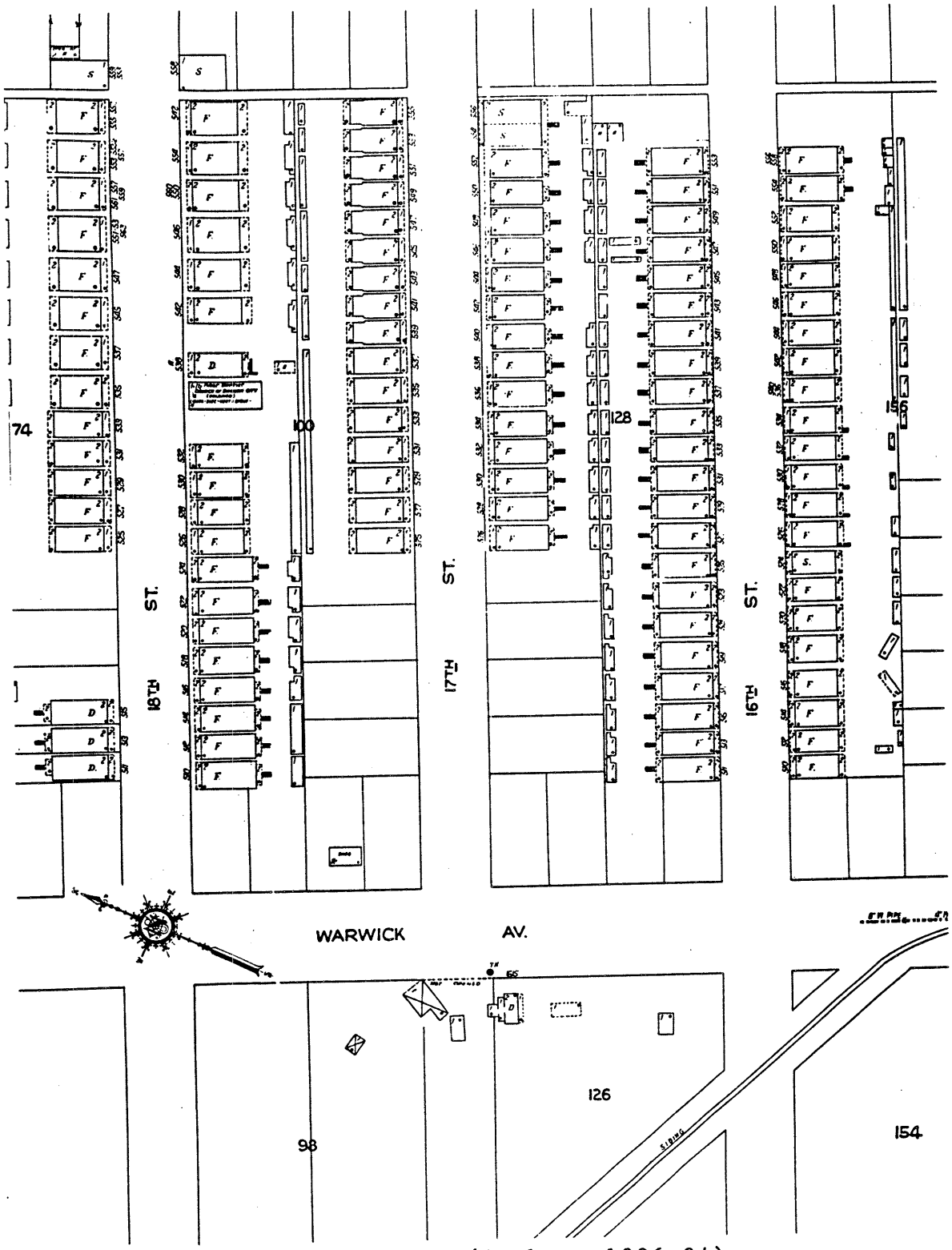


Figure 3:184 Newport News (Sanborn 1926:34).

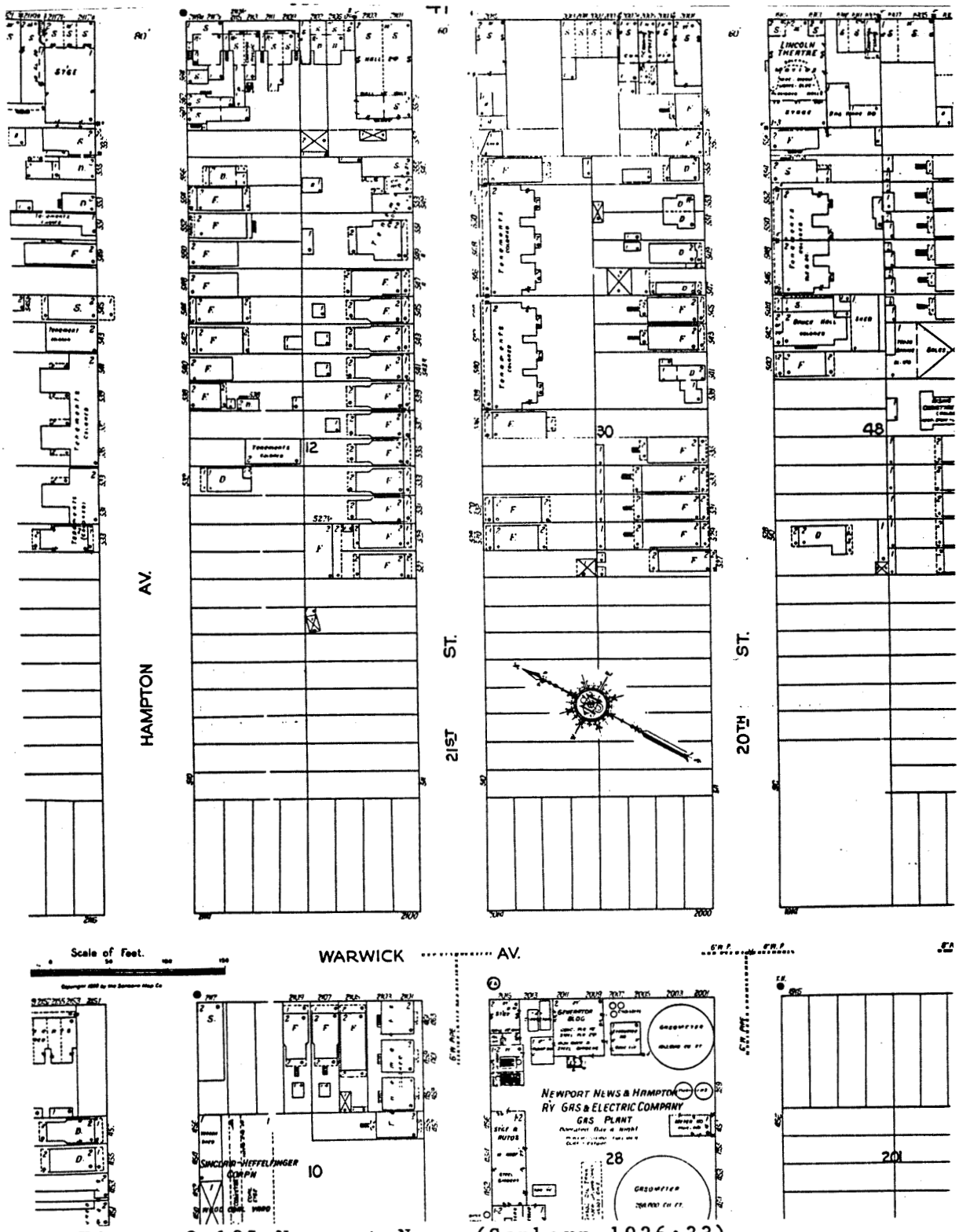


Figure 3:185 Newport News (Sanborn 1926:33).

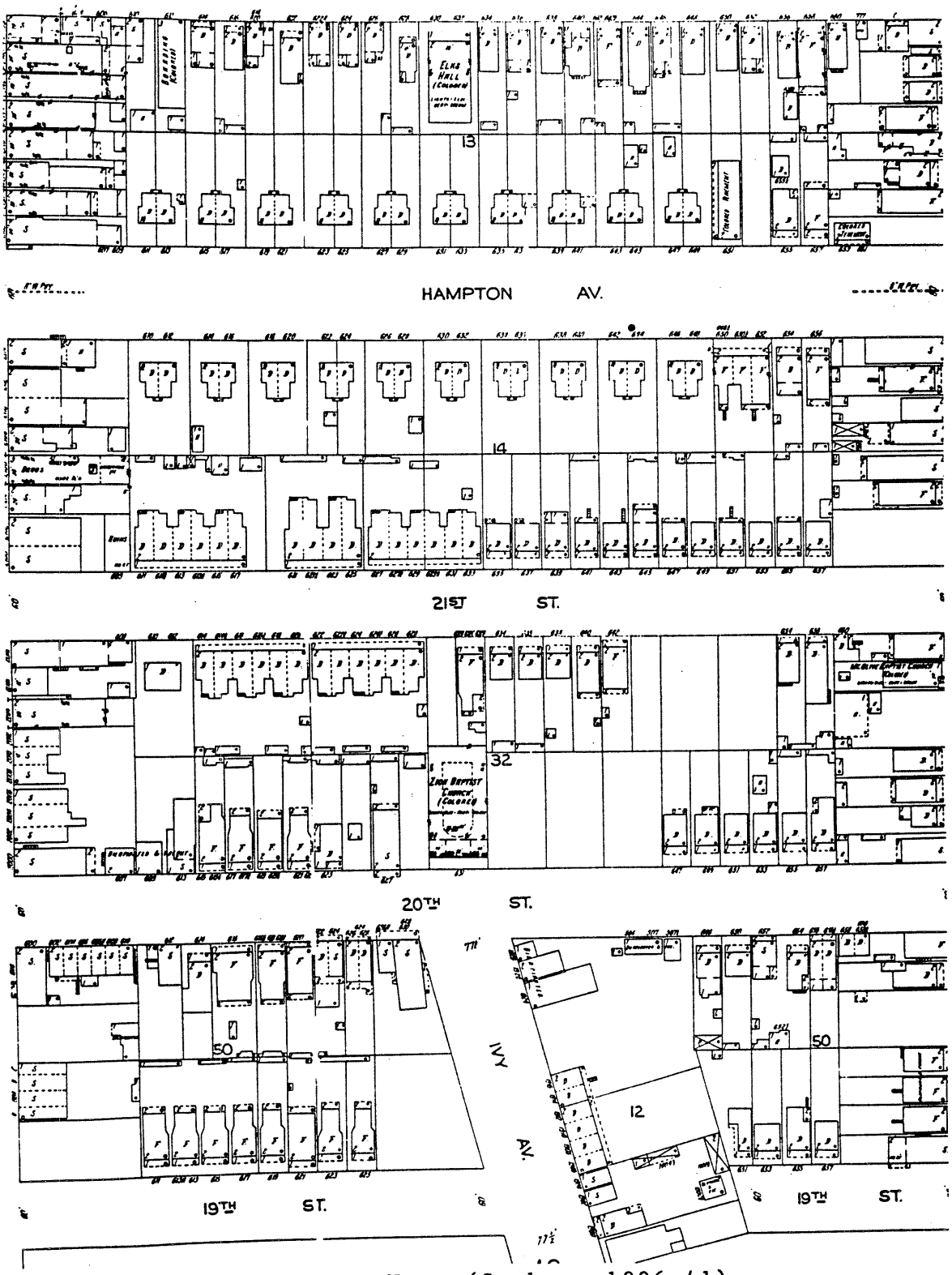


Figure 3:186 Newport News (Sanborn 1926:41).

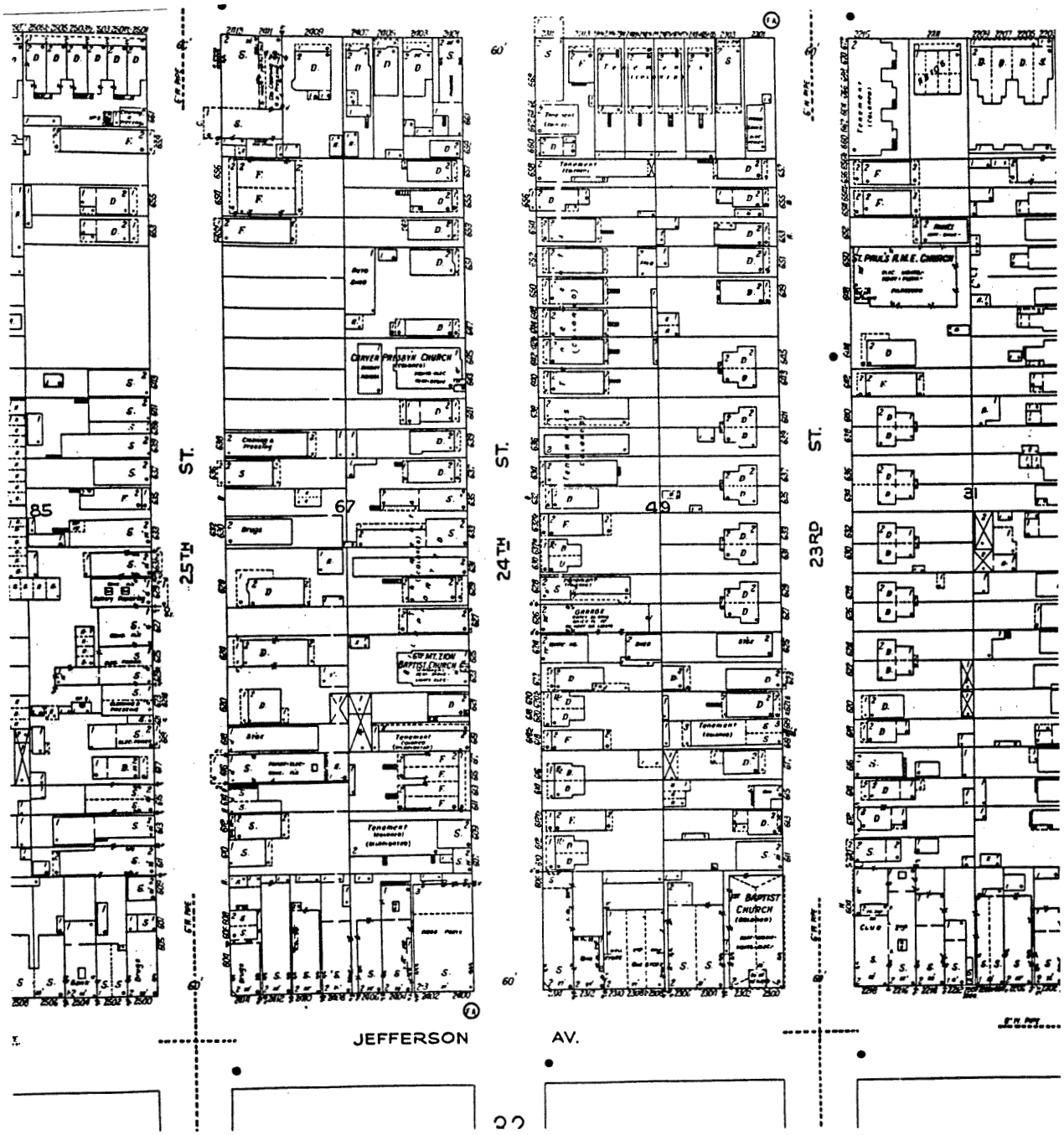


Figure 3:187 Newport News (Sanborn 1926:40).

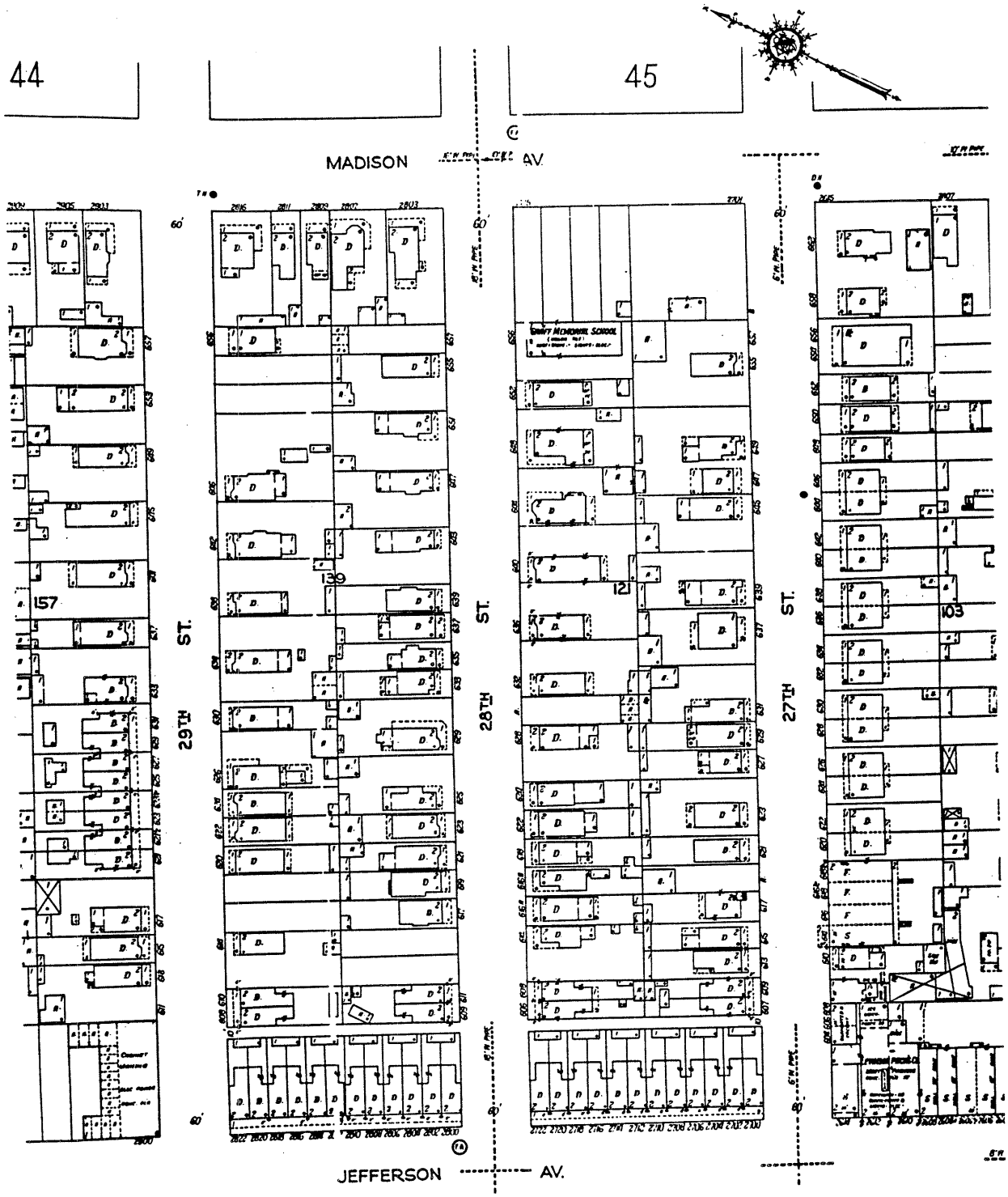


Figure 3:188 Newport News (Sanborn 1926:39).

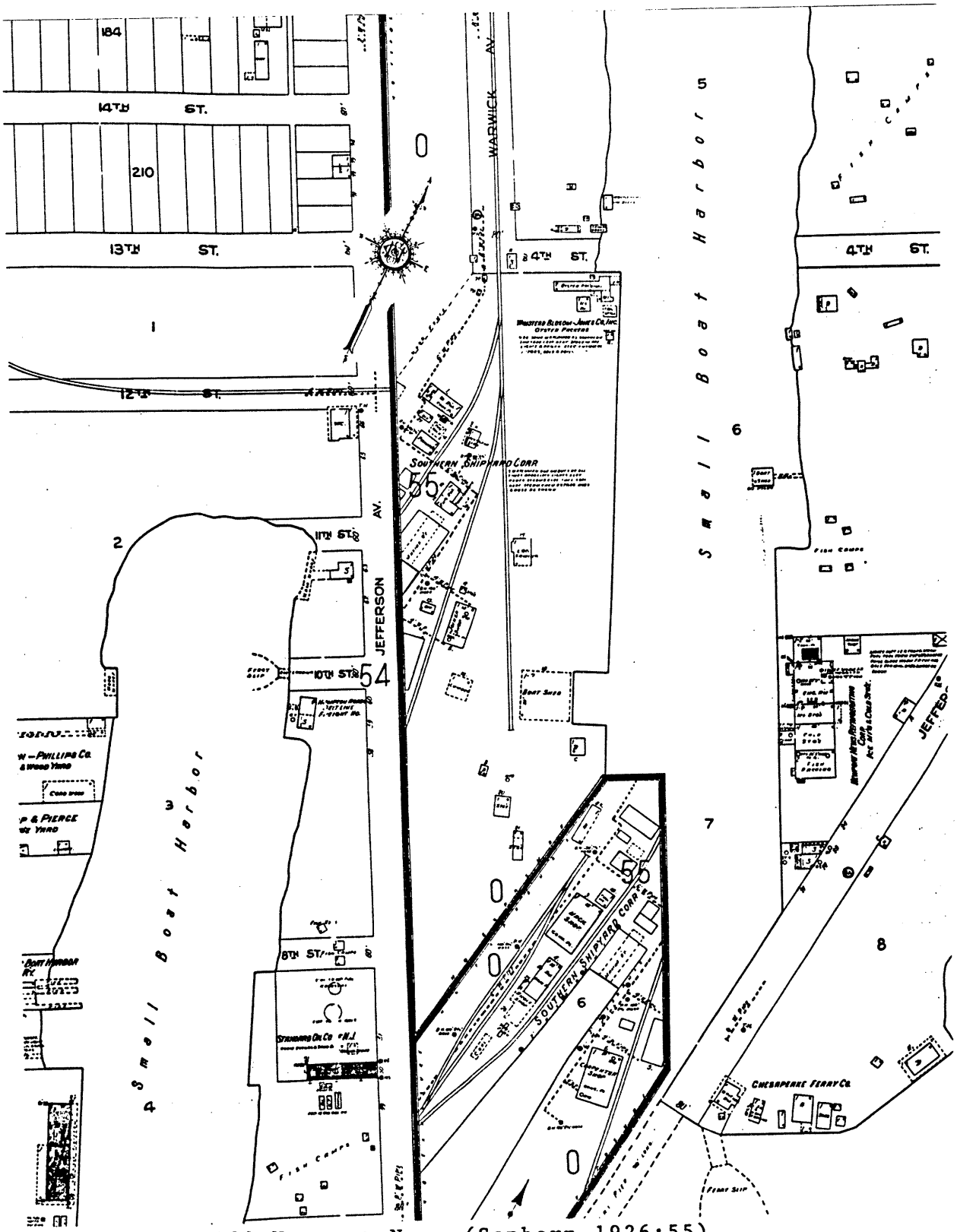


Figure 3:189 Newport News (Sanborn 1926:55).

School; it, like Huntington High, was for blacks. Relatively little change in housing density appears to have occurred in the blocks to the south of 25th Street. Above that point, however, many new homes had been built, the majority of which were single family dwellings. Many of these structures, particularly from 26th Street, northward, were large and sat upon amply proportioned, double-width lots. Most of the lots that fronted east upon Marshall Avenue, to the north of 25th Street, were vacant. Housing density declined markedly to the north of 33rd Street (Sanborn 1926) (Figures 3:190 through 3:194).

In 1926, the blocks to the south of 20th Street, between Marshall and Wickham Avenues, were completely vacant. Most of the buildings that were scattered throughout the blocks between 20th and 23rd Streets were in existence in 1919. By 1926 development increased significantly in the block bound by Marshall and Wickham Avenues and 24th and 25th Streets, for the number of dwellings had more than doubled and the Carver Memorial Presbyterian Church had been built on the northeast corner of Marshall and 24th. The Newport News Printing Company built a plant on 25th Street, close to which was a large steam laundry and a filling station. There was little change in the density of development in the blocks between 25th and 29th Streets. To the north of 29th, however, many new homes had been built, some of which were sizeable. The blocks to the north of 32nd Street were almost completely vacant, with the exception of the J. G. Curtis Dairy facilities, on Marshall Avenue, and those of the Levenson Packing Company, which faced east upon Wickham Avenue. The protrusion of these commercial complexes into the streets they bordered and their orientation on an axis that was contrary to the layout of streets in part of the city suggests that both facilities predated the extension of Marshall and Wickham Avenues (Sanborn 1926) (Figures 3:195 through 3:197).

Between 1919 and 1926 relatively few changes occurred in the blocks between Wickham and Roanoke Avenues. The area to the south of Hampton Avenue was devoid of improvements except for two dwellings and the Madison Mattress Company's plant. To the north of Hampton Avenue there was little change in housing density. The old sewage pumping station on 26th Street had been demolished and a soft drink manufacturing plant was built on the northeast corner of Wickham Avenue and 27th Street. By 1926 residential development (dwellings interspersed with flats) extended as far north as 37th Street. The blocks bound by Roanoke, Chestnut and Hampton Avenues and 37th Street had undergone few changes since 1919, for housing density continued to be moderate and there were few neighborhood stores and shops. The Calvary Christian Church had been built upon a formerly vacant lot at the corner of 34th Street and Roanoke Avenue. In 1926 the Sanborn Insurance Company's agents, for the first time, included in their maps the area between Chestnut and Oak Avenues and to the south of 20th Street. Between 19th Street and Old Point Blvd. were the Advance Shirt Company's storage warehouses and manufacturing plant. To the south of Old Point Blvd. was the Newport News Golf and Country

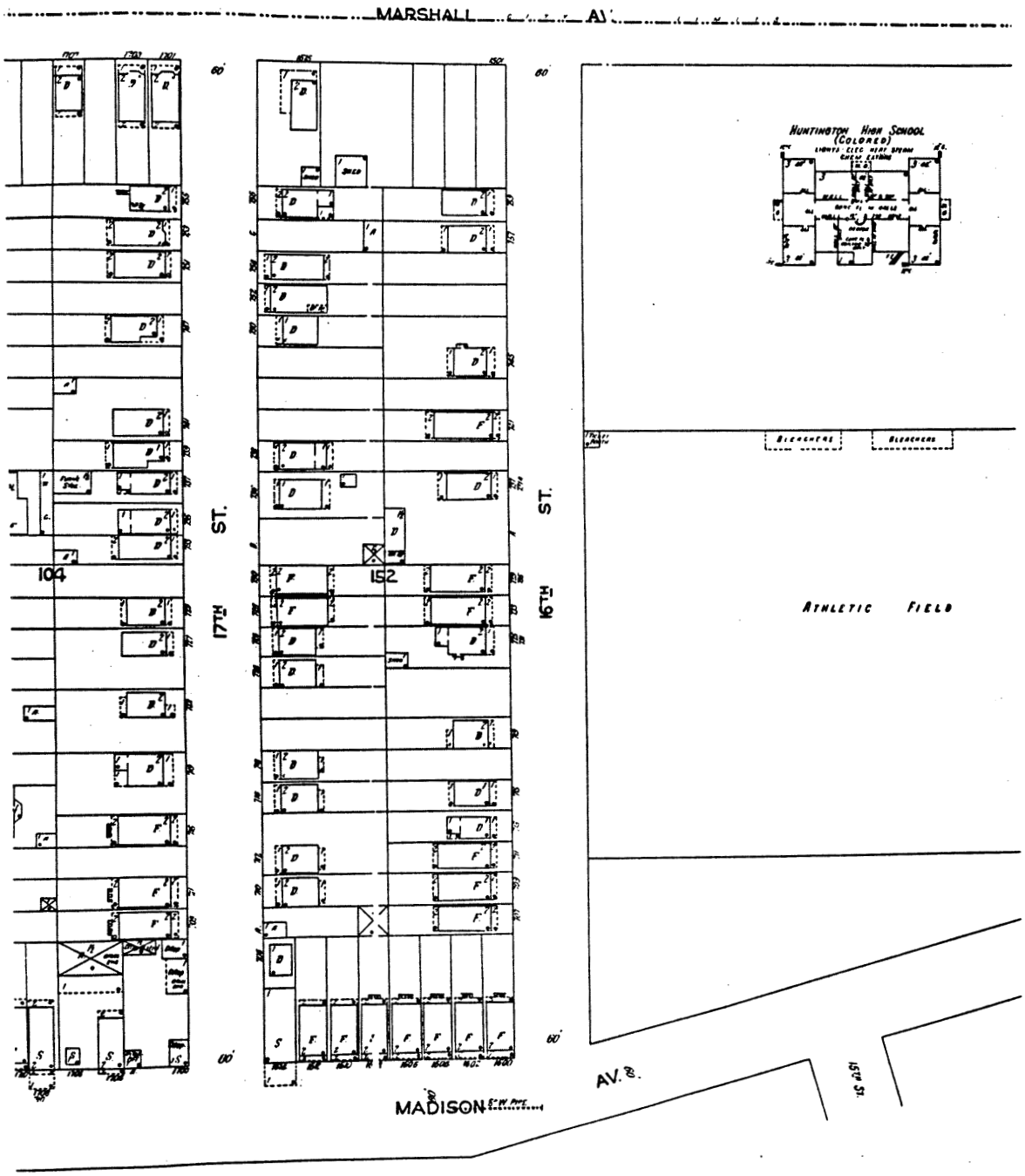


Figure 3:190 Newport News (Sanborn 1926:48).

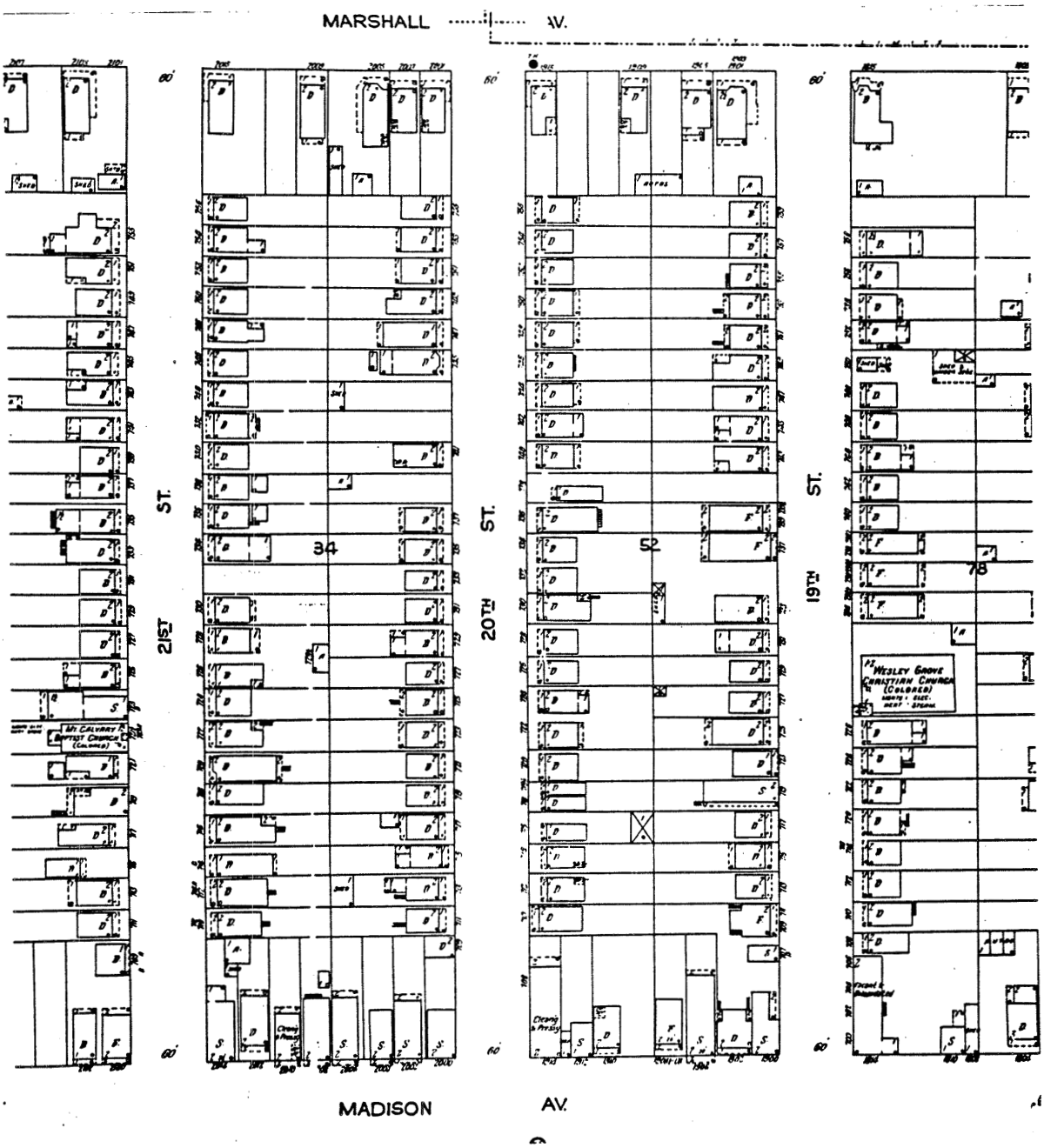


Figure 3:191 Newport News (Sanborn 1926:47).

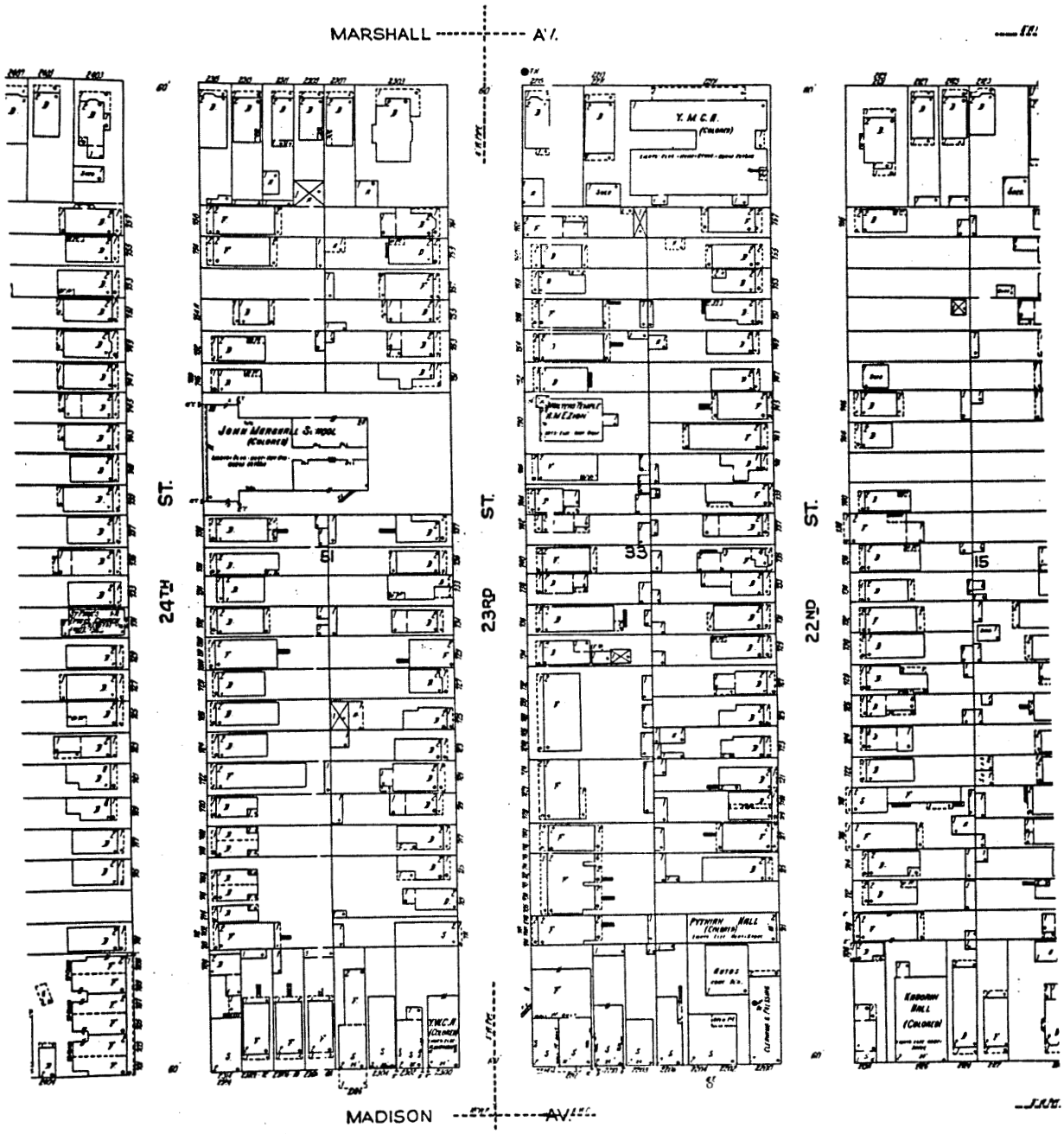


Figure 3:192 Newport News (Sanborn 1926:46).

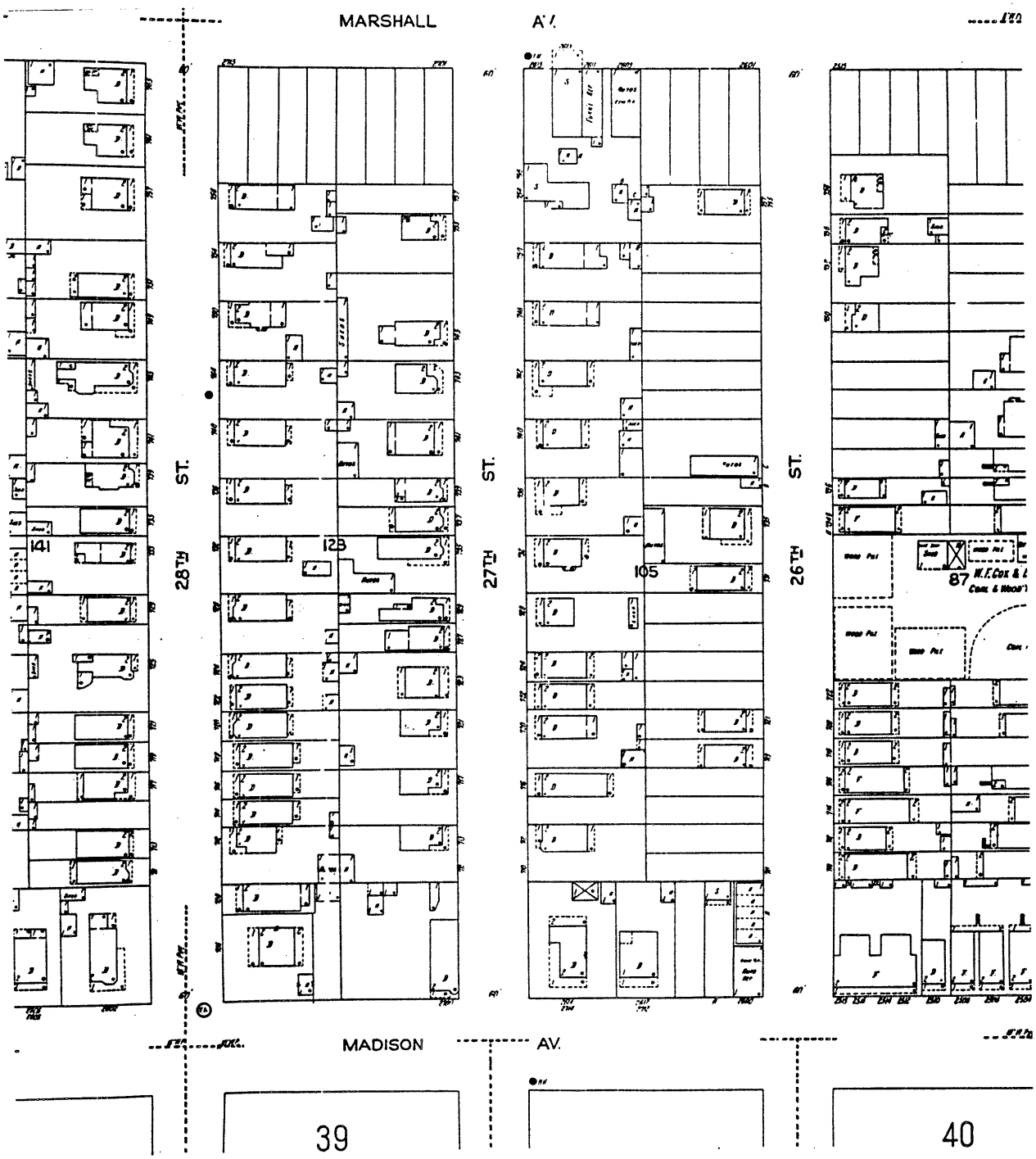


Figure 3:193 Newport News (Sanborn 1926:45).

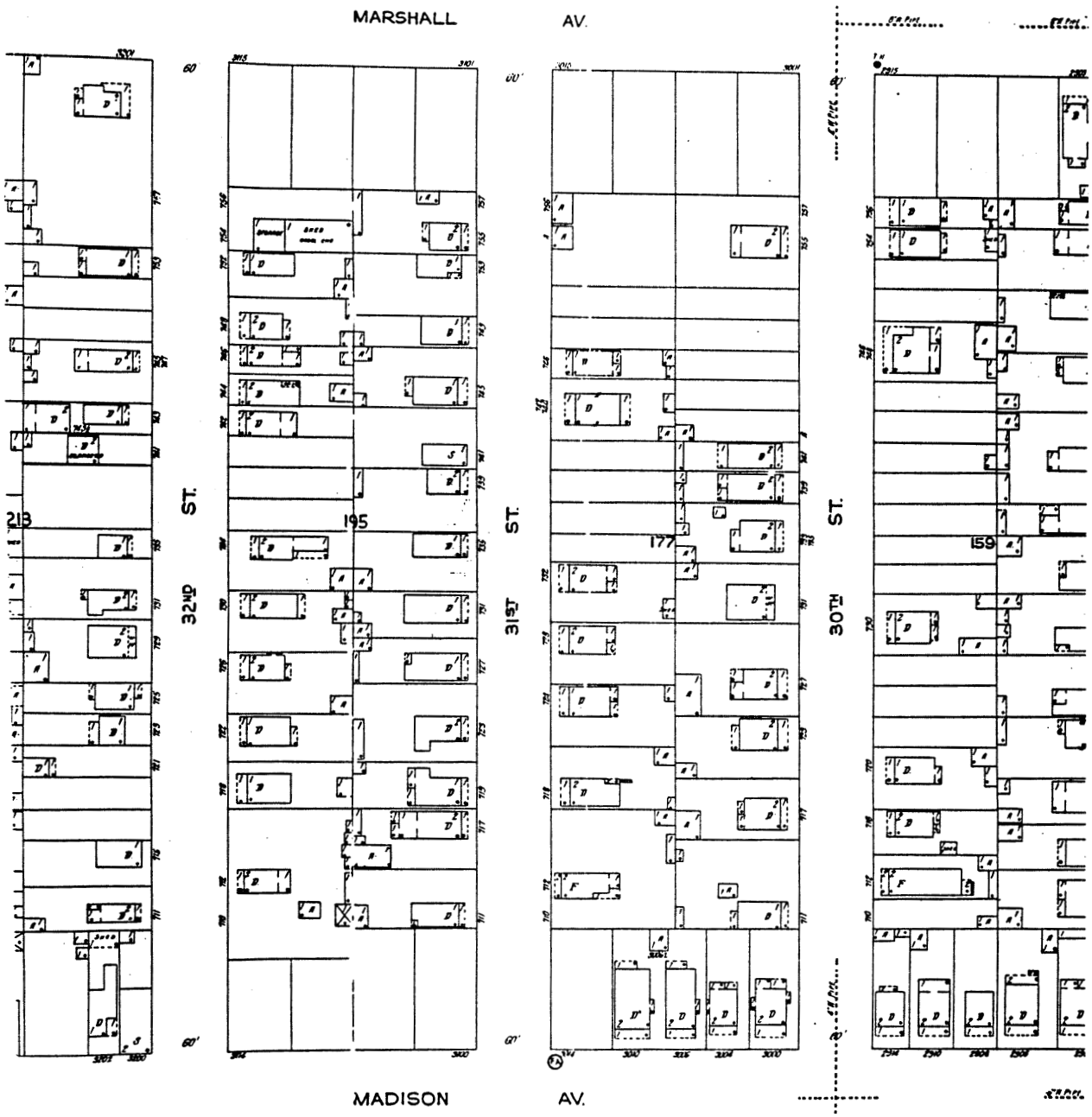


Figure 3:194 Newport News (Sanborn 1926:44).

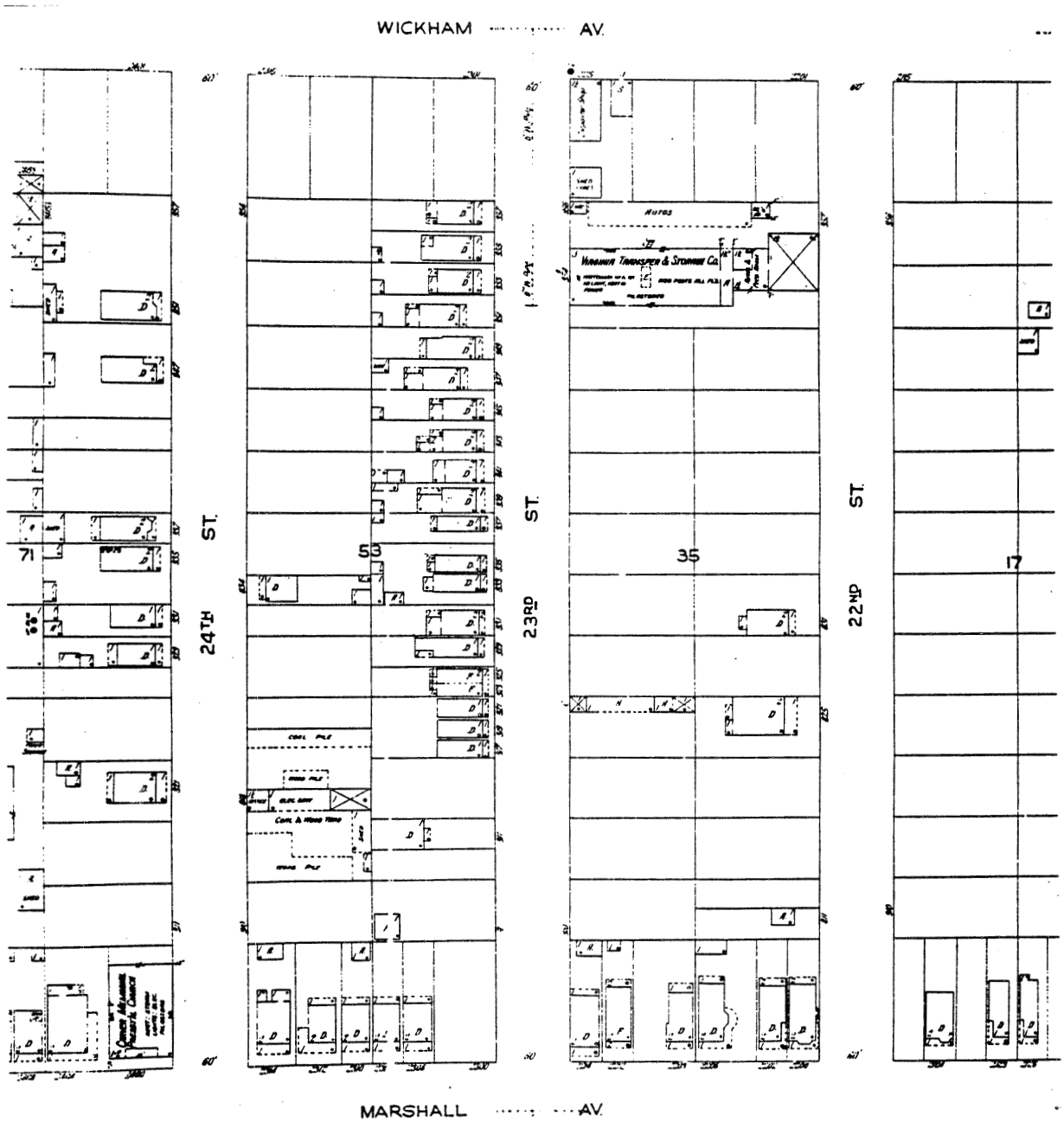


Figure 3:195 Newport News (Sanborn 1926:52).

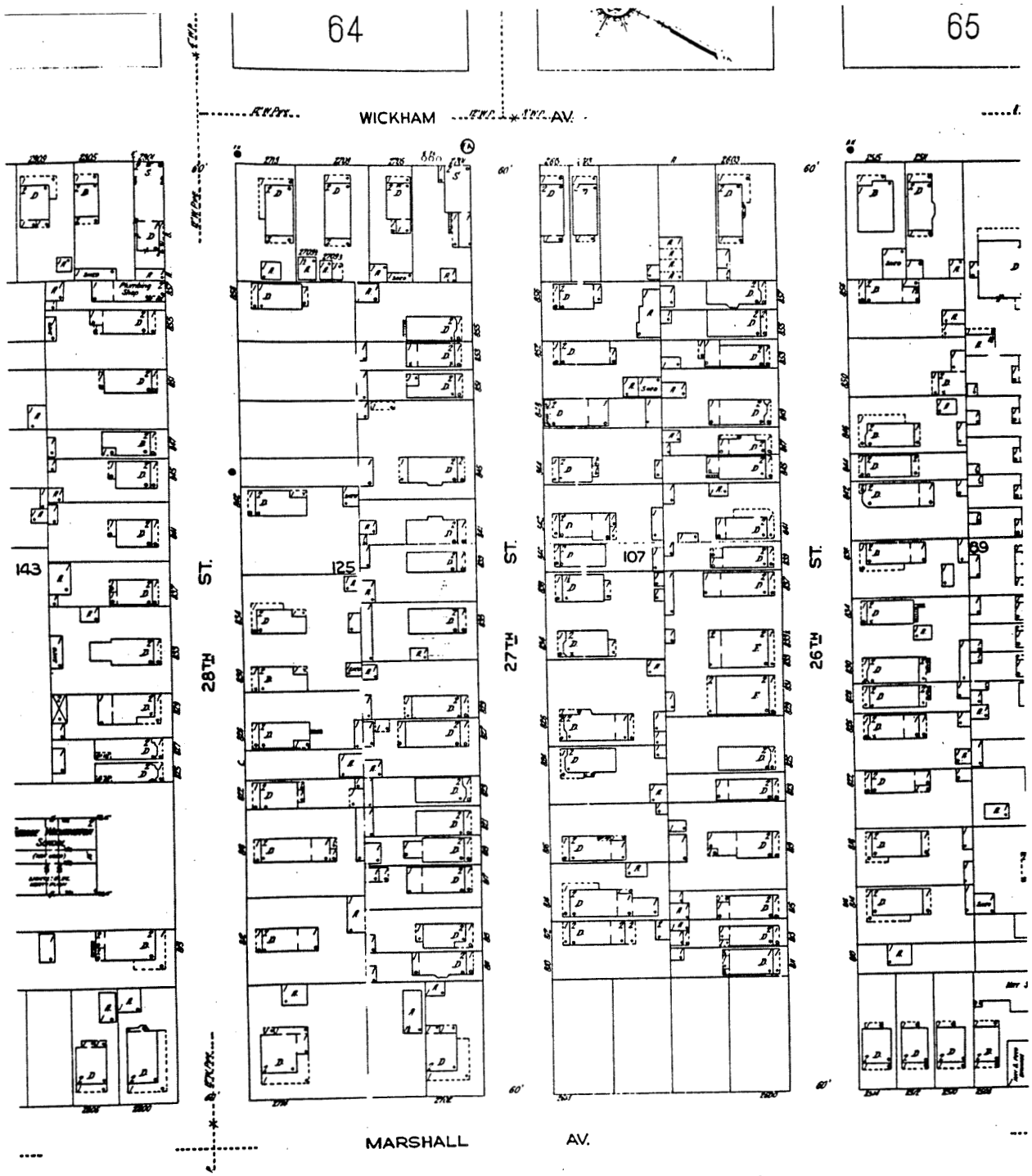


Figure 3:196 Newport News (Sanborn 1926:51).

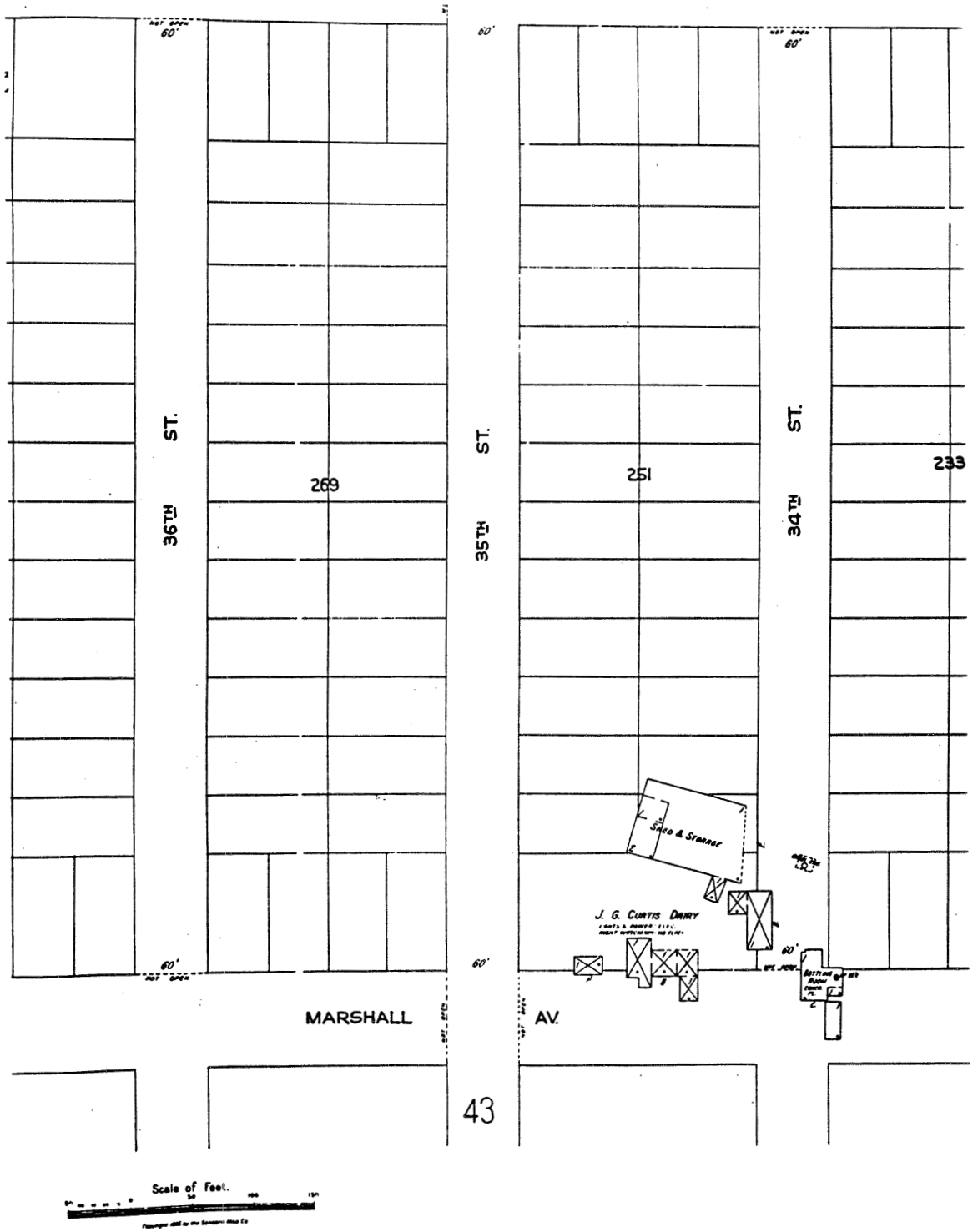


Figure 3:197 Newport News (Sanborn 1926:49).

Club, the city's power plant, and the Rancocas Mills, Inc.'s doormat manufacturing facilities. Rows of vacant warehouses were widely spaced on these industrial properties, which were served by a railroad siding (Sanborn 1926) (Figure 3:198).

Between 1919 and 1926 the residential neighborhoods above 19th Street, between Chestnut and Oak Avenues, exhibited a negligible amount of change. A small amount of commercial development had occurred on 25th Street, where an auto repair shop and two paint stores had been built. Across the street was the Redman's Hall, a social club. Shops and stores lined the east side of Chestnut Avenue to the north of 26th Street. On 30th Street, what formerly had been a Seventh Day Adventist Church had been converted to a school for blacks. On Chestnut Avenue, midway between 32nd and 33rd Streets, was the Christian Union Church, a house-of-worship for blacks. To the east of Oak (Norwood) Avenue above 32nd Street were two blocks throughout which residences were scattered thinly. Land on the east side of Oak Avenue but west of Salters Creek was laid out into streets and blocks that contained a light amount of residential development. By 1926, the city limits of Newport News had been extended eastward to the middle of Salters Creek, taking in acreage that in 1919 was part of Elizabeth City County. The Vansant Florist greenhouses were located between 26th and 27th Streets, abutting Salters Creek. To the north was the Greenlawn Cemetery, part of which lay in Elizabeth City County (Sanborn 1926) (Figures 3:199 through 3:201).

In 1926 the Sanborn Insurance Company's map-makers made their first detailed drawings of the territory that lay on the east of the C & O main line, to the north of 37th Street. Between Warwick and Jefferson Avenues, residential development had extended northward to 45th Street, an area throughout which large homes were scattered. The same pattern of development was evident in the blocks between Jefferson and Madison Avenues. The presence of the First Baptist Church of Jefferson Park, which congregation was black, suggests that this part of Newport News was predominantly black (Sanborn 1926) (Figure 3:202).

In 1926, Wickham Avenue and the numbered streets that extended toward Orcutt Avenue were not open above 37th Street and dwellings were thinly scattered throughout the area. The Brookville School, which was located on the northwest corner of 41st Street and Orcutt Avenue, was for blacks, as was the New Grafton Baptist Church, which was situated in the 3900 block of Roanoke Avenue. Between Roanoke and Chestnut Avenues, residential development was light, just as it had been in 1919. Between Wickham and Roanoke Avenues, a few scattered dwellings stood along the south side of 38th Street. The facilities of the Gulf Refining, Standard Oil, and the American Oil Companies were situated between Roanoke and Chestnut Avenues, 37th Street and the C & O spur line. To the east of Chestnut and also abutting the railroad tracks, was the Newport News Distilled Ice Company (Sanborn 1926).

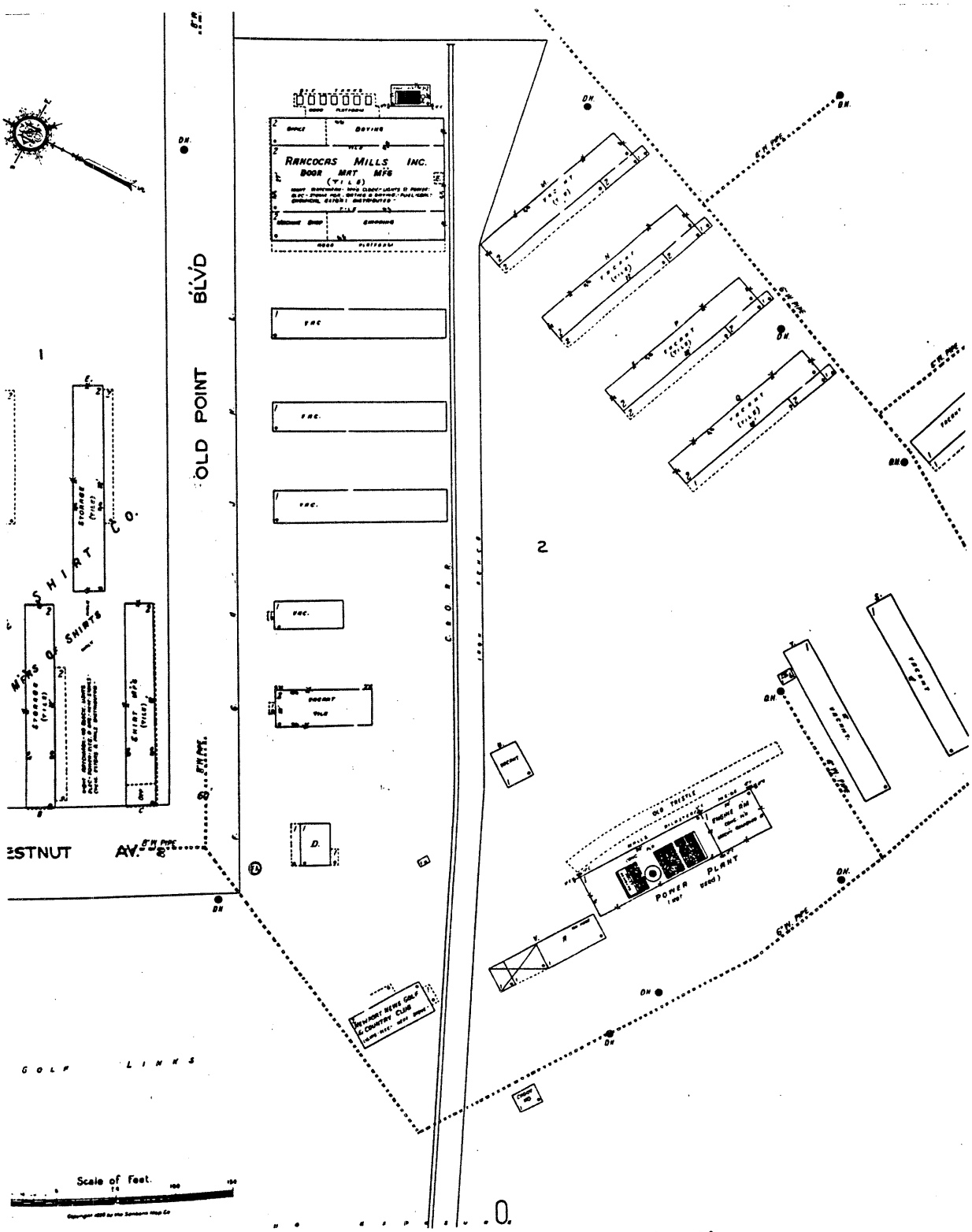


Figure 3:198 Newport News (Sanborn 1926:89).

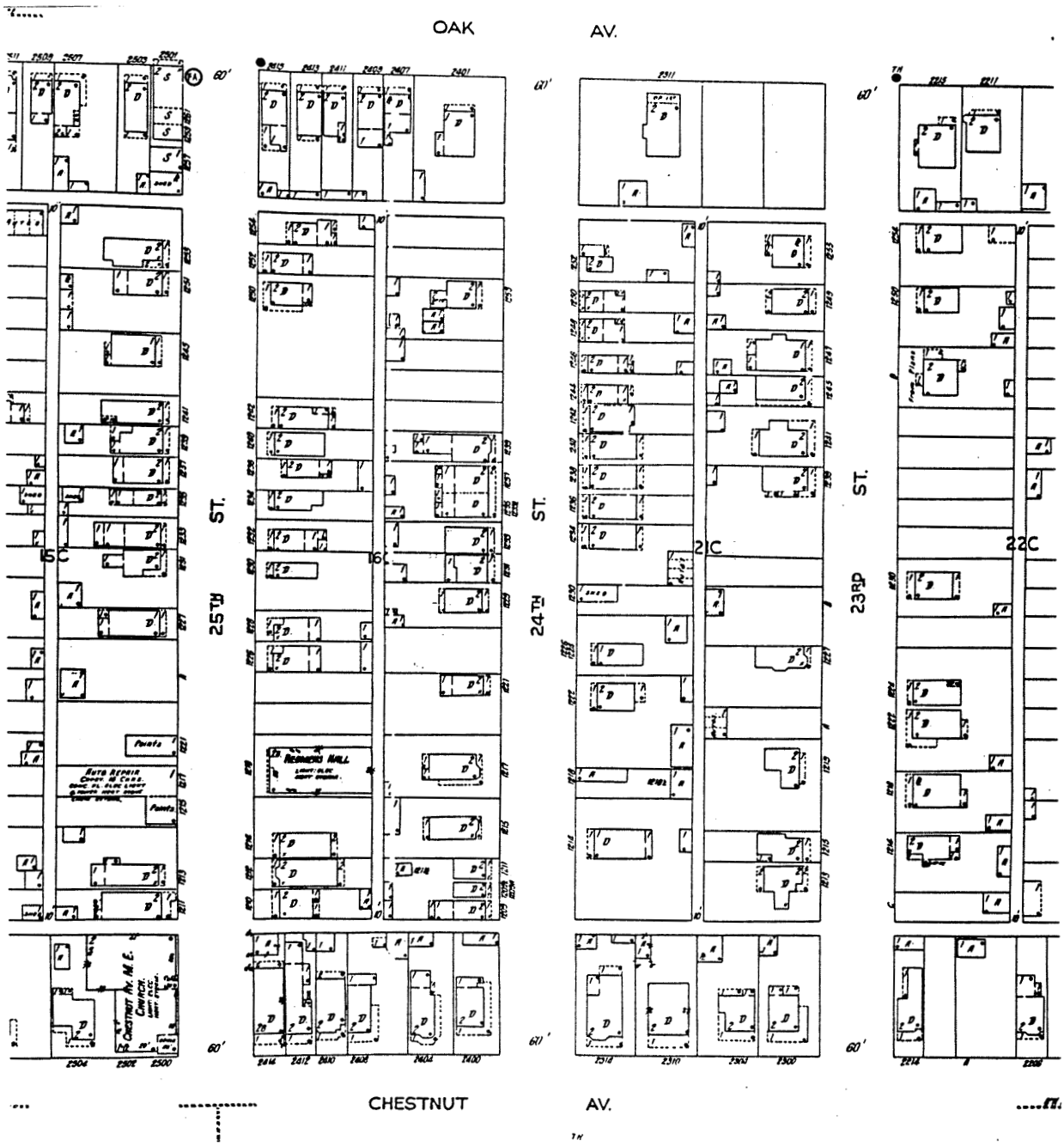


Figure 3:199 Newport News (Sanborn 1926:82).

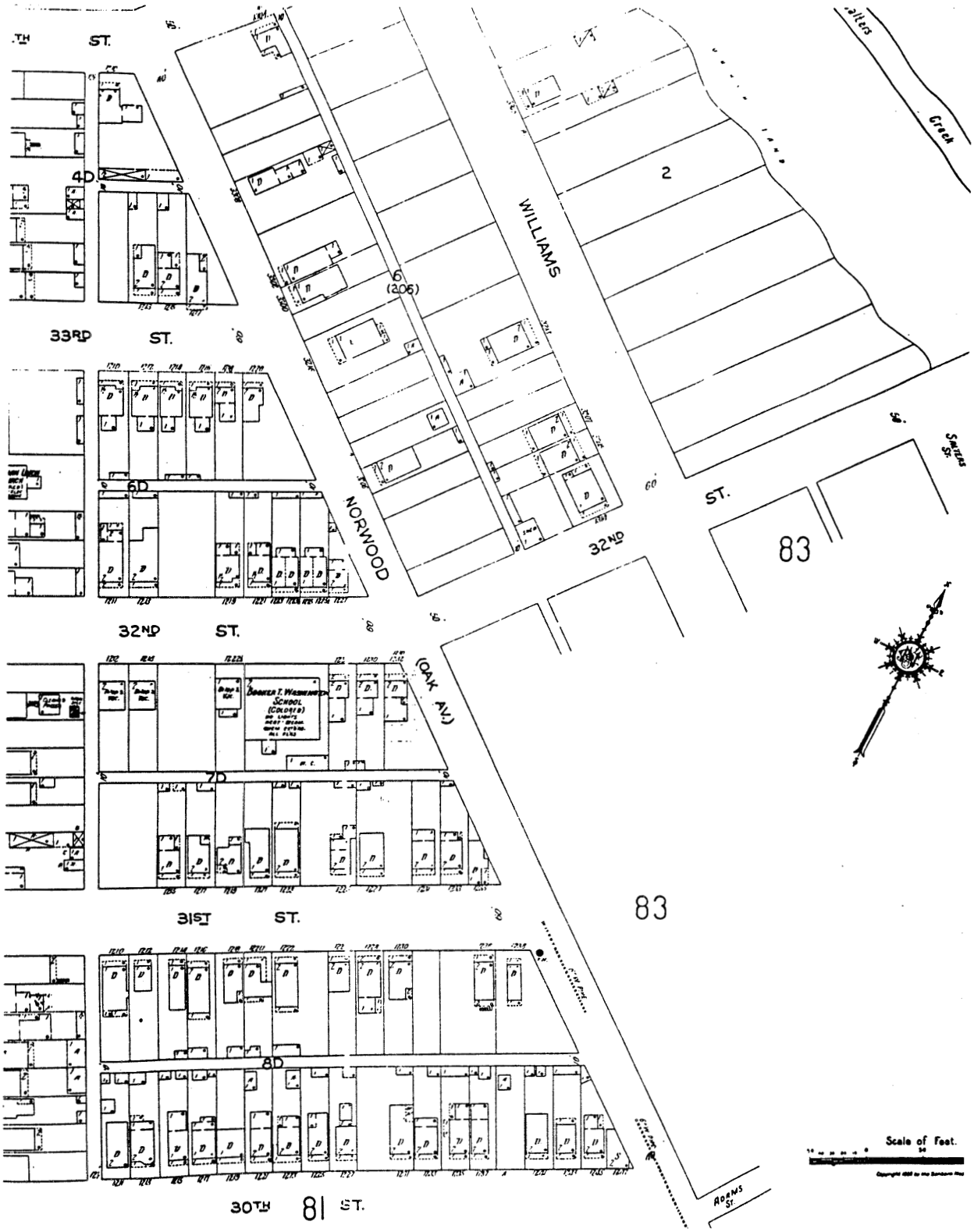
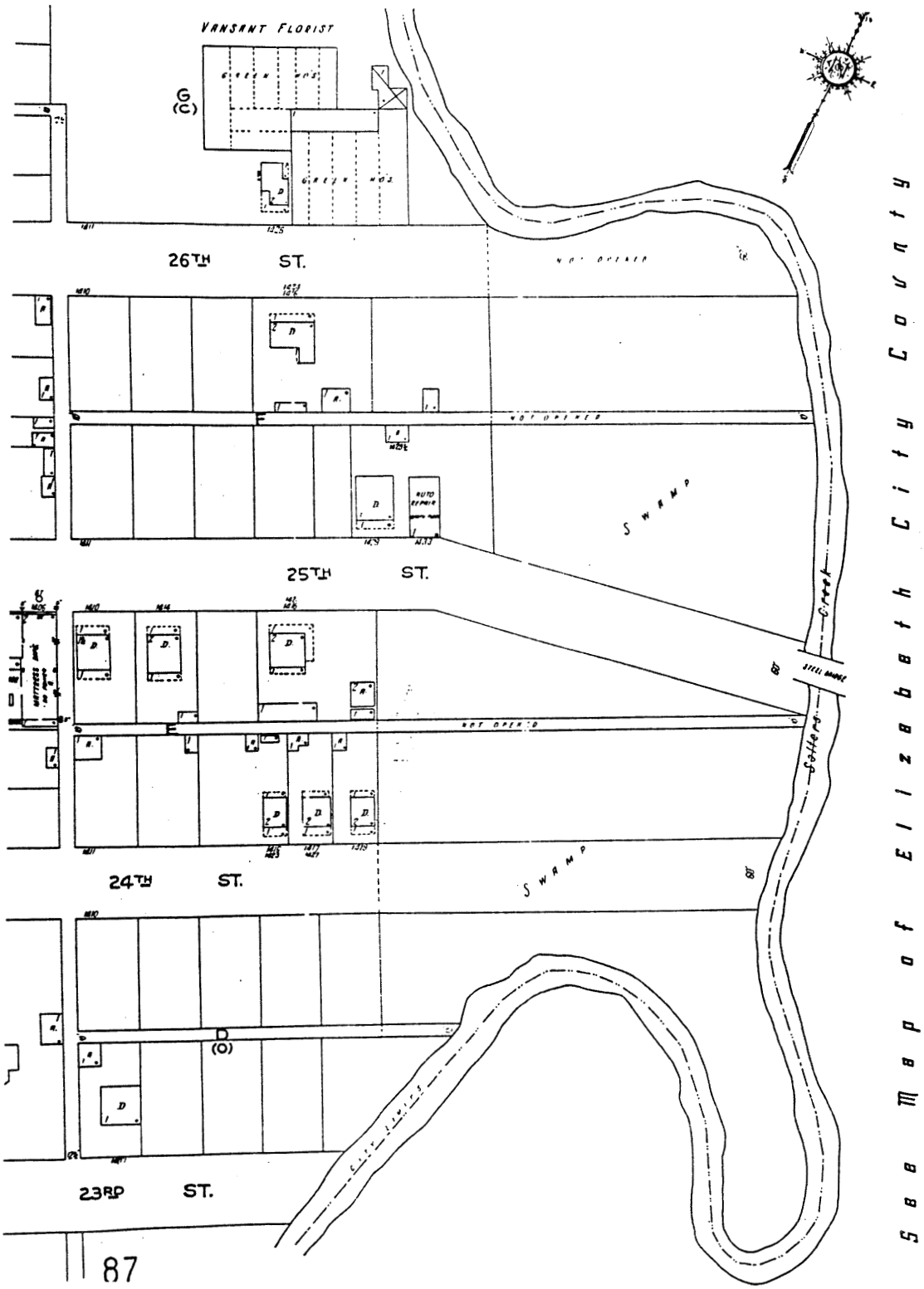


Figure 3:200 Newport News (Sanborn 1926:80).



87

Figure 3:201 Newport News (Sanborn 1926:86).

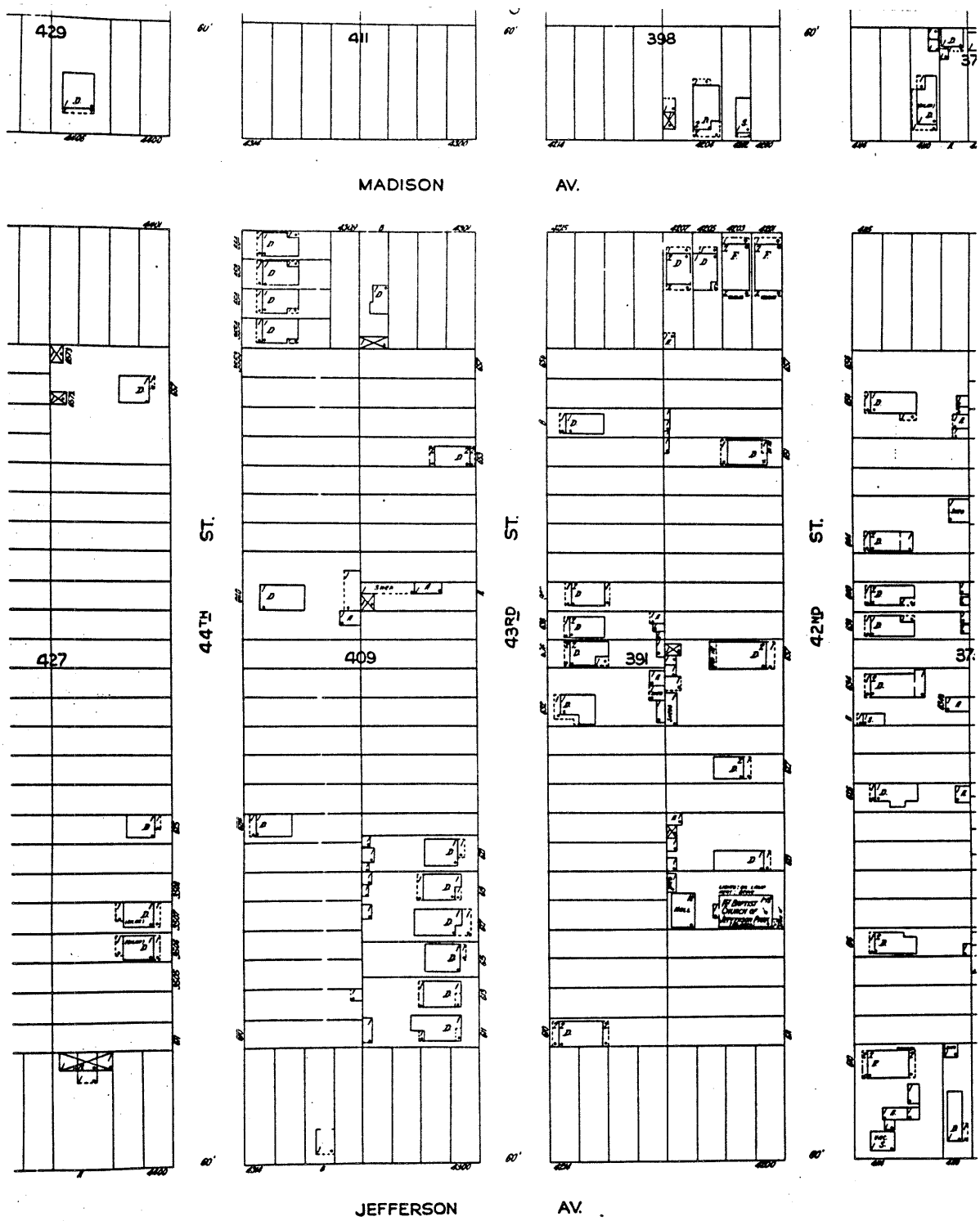


Figure 3:202 Newport News (Sanborn 1926:35).

1931 to 1940

In 1931 a map was prepared for the Newport News Dock and Harbor Authority, at which time a municipal pier was shown at the southern end of Jefferson Avenue, near the Small Boat Harbor; to the west was the pier of the Southern Shipyards. Railroad tracks led to a coal pier that was then under construction near the tip of Newport News Point. Further up the James River was a proposed merchandize pier and warehouse. The C & O coal piers, grain elevator and pier (Pier Nos. 8 through 12) were to the south of Newport News' merchandize piers (Nos. 2 through 7).[42] Pier No. 1 was identified as a passenger pier. Represented schematically were the tobacco warehouses that were aligned in a row, along Virginia Avenue and the C & O line, above 50th Street, in the North End (Ward and Foxlow 1931) (Figures 3:203 and 3:204).

By 1932 nearly all of the Old Dominion Land Company's income-producing property had been sold. The devastating effects of the Great Depression may be seen in the rental files of the company, in the pleas of renters for extensions. In November 1935 officials of the Old Dominion Land Company and the Warwick Hotel had consolidated their interests. By 1939 all of the Old Dominion Land Company's capital stock had been liquidated and only the Hotel Warwick was reserved. That, too, was liquidated within the following decade (Newport News Library Systems 1982:3-5).

At the shipyard, the Ranger, the nation's first aircraft carrier, was built. Its construction, completed in 1934, was followed by the Yorktown I (completed in 1937) and the Enterprise (1938). In 1936, when the Maritime Commission was created, a ten year program was launched that called for the building of 50 ships. The first contract let by the commission was to the Newport News Shipbuilding and Dry Dock Company, for the construction of the America, a passenger liner. In September 1939, when a state of national emergency was declared, the shipyard commenced expanding (Jester 1961:149).

During the 1930s, when the economy of the lower peninsula was lean, Newport News' black population fared poorly. The shipyard's 3,000 black workers reportedly were relegated to unskilled jobs and were not permitted to enroll in the Apprentice School. A 1938 survey conducted by teachers from Huntington High School determined that outdoor toilets typically served two to four black families, whereas backyard hydrants were the only source of water for four to eight families (Newport News Times-Herald 1978:8). Residents of Newport News and Warwick County accepted employment through the Works Progress Administration's programs. In 1934 Swantown, a residential community for black shipyard workers, was built on the outskirts of Newport News. By 1936 41 families were living in Swantown. Complaints by white neighbors that Swantown's sewers were polluting their water supply led to the project's

---

[42]On November 8, 1934 the C & O grain elevator B was totally destroyed by fire (Jester 1961:194).

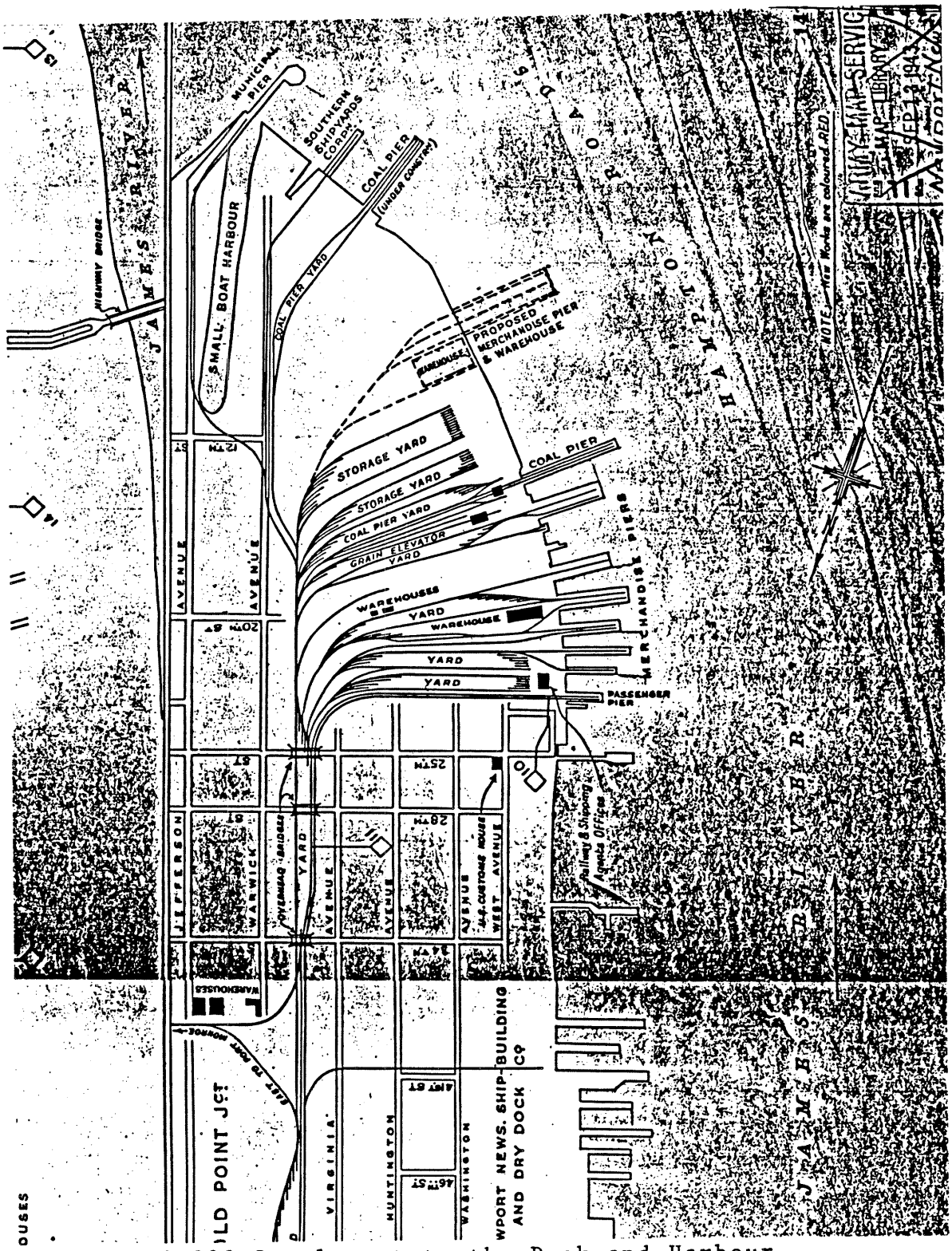


Figure 3:203 Supplement to the Dock and Harbour Authority, January 1931 (Ward and Foxlow 1931).

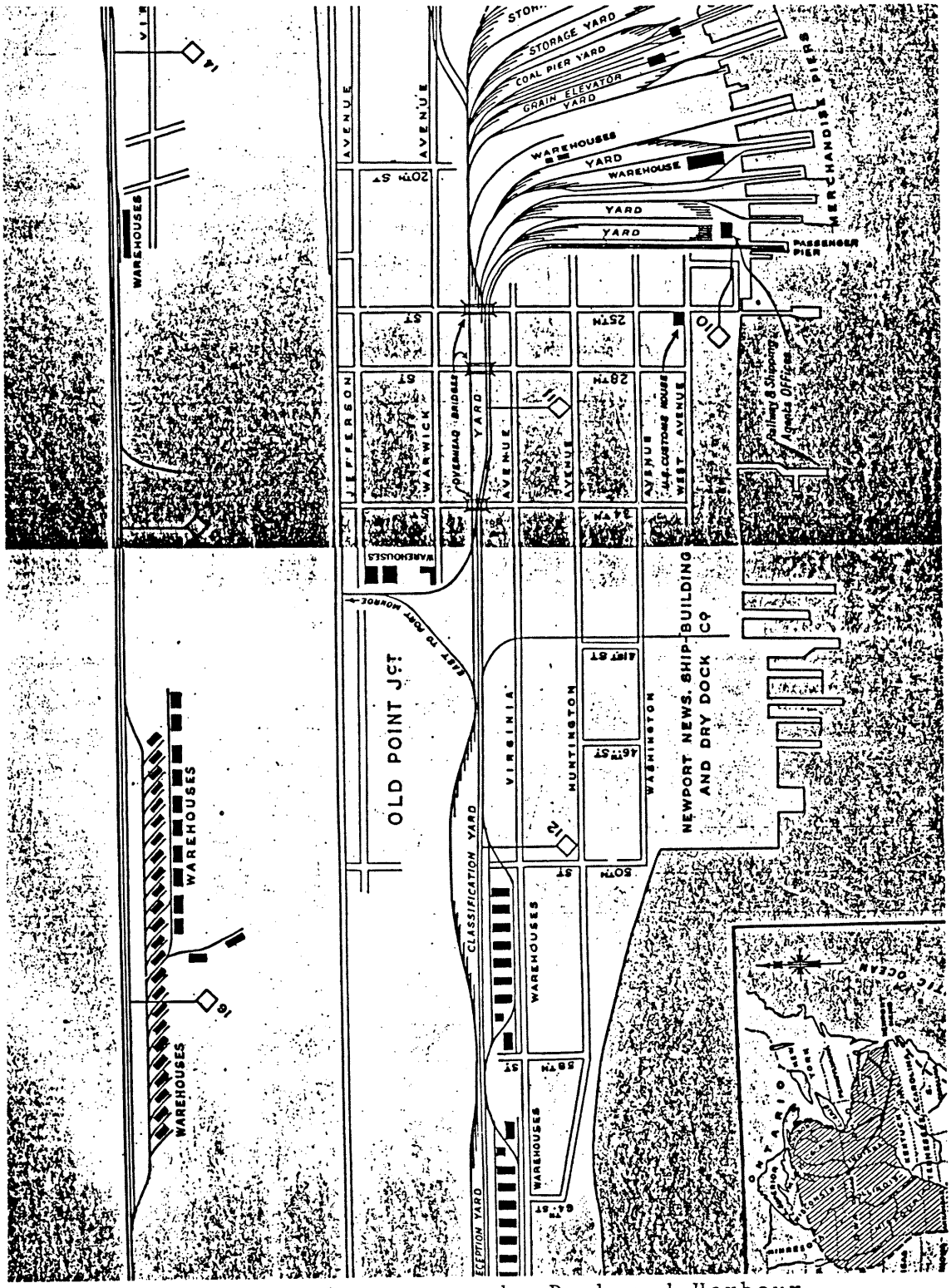


Figure 3:204 Supplement to the Dock and Harbour Authority, January 1931 (Ward and Foxlow 1931).

occupants and builders being fined. A tenant named Charles Gale, one tenant, installed his own sanitary sewer system to eliminate the problem. Later he transferred his interest in his property at Swantown to Aberdeen Gardens, a housing project built for blacks by the Federal Farm Security Administration under the sponsorship of Hampton Institute. Aberdeen Gardens was a community of brick residences and had a community center, businesses and garden plots. In 1938, the Recreation Center of Newport News, which was was situated next to the Huntington High School, was constructed with funds contributed principally by the Newport News Shipbuilding and Dry Dock Company (Katz 1940:339,344).

The 1940s and 1950s

The outbreak of World War II in Europe, followed by the Japanese attack upon Pearl Harbor, impelled the shipyard to go to a seven day work week, utilizing three rotating shifts. It was around this time that the Huntington family allowed a group of investment brokers to purchase all of the shipyard's stock. Under this recapitalization, the stock was offered for sale to the public. By April 1943 the shipyard's payroll included more than 31,000 workers. As many as 17 vessels were under construction simultaneously. Forty-nine U. S. Navy ships were constructed at the shipyard during World War II, including eight Essex-class aircraft carriers. The shipyard also refitted 1,497 naval vessels, some of which required extensive modification. The Horace E. Dodge Boat and Plane Corporation, which was located on part of the old Camp Stuart site, began constructing landing craft, motor launch patrol boats, mine yawls, and crash or rescue boats (Jester 1961:150; Jester et al 1947:57).

Once again, Newport News became a port of embarkation. Headquarters for Hampton Roads were established in the city in June 1942. During the war, an estimated 1,687,249 men and women passed through the port and 14,689,312 tons of cargo. Many of the port facilities that had developed during peacetime were modified in support of the war effort. The C & O was involved in dispatching military personnel and supplies to the various theaters of war. A total of 20,000,000 tons of fuel was handled at the C & O terminals in Newport News during the war. Personnel involved in the Hampton Roads Port of Embarkation included 8,200 military men and 7,020 civilians (Jester 1961:151). Support of the war effort again brought an influx of military personnel to the city. Some local citizens let their spare rooms to military personnel. The Newport News Army housed 600 enlisted men who took their meals in the cafeteria of the Newport News High School. The C & O provided a dining car that served as an officers club. Local hotels converted all available space into bedrooms and limited their guests' stays to five days. Some 21 houses were converted into apartment units. Administration buildings, barracks, mess halls, recreation buildings and other temporary structures were erected in the city during this period. Camp Patrick Henry, a staging area, was established on a 1,700 acre tract that was 14 miles from the old part of Newport News. There, barracks, roads, and other public utilities were established to

accommodate 35,000 men. By January 31, 1946 a total of more than 1,400,000 people had passed through the camp through the use of the C & O's shuttle trains. During World War II, the facilities at Camp Eustis were enlarged and improved, creating the transportation corps headquarters known as Fort Eustis. As a means of alleviating a critical labor shortage, approximately 4,000 German and 1,400 Italian prisoners-of-war were put to work. They were housed at Camp Patrick Henry, in barracks close to the C & O terminals and adjacent to the overpass near the James River bridge (Jester 1961:152).[43]

The civilian population of Newport News swelled during World War II, making it the second most rapidly expanding community in the nation. Between 1940 and 1943 the civilian population expanded 77.2 percent or an estimated 189,000 persons (Jester 1961:152-53). Because a minimum amount of open space was available within the city limits of Newport News, many new dwelling units were built in Warwick and Elizabeth City Counties. By 1942 the problem of sheltering war workers had been addressed. Growth in the city's population also required more municipal services. This resulted in the expansion of the Whittaker Memorial Hospital, Fire Houses 1, 2, and 6, and the construction of a public safety building, a recreation building, a health center, and an incinerator addition. Provisions also were made for increased supplies of water, electric power, telephone and postal service, and sanitation. Additional transportation, education, public health and recreation services also were needed. A dramatic increase in retail sales also occurred, stimulating local businesses. In 1941, 976 housing units called Stuart Gardens were constructed at the old Camp Stuart site by the Defense Homes Corporation, in an attempt to address what had become a critical housing shortage (Brown 1979:20). Other planned communities or housing projects that were built at this time included St. James Terrace, Seven Oaks, Marshall Courts, Orcutt Homes, Harbor Homes, and Lassiter Courts. In Warwick County, Ferguson Park, Beacondale, Betsy Lee Gardens, Sussex Hilton, East Hilton, North Hilton, Hilton Park, Maury Place, White Oaks and Huntington Courts were constructed, whereas Copeland Park and Newsome Park were built in Warwick and Elizabeth City Counties (Brown 1979:20; Jester et al 1948:70).

In 1940, when Robert Fay Bower made a map of Newport News and its environs, he identified the city's black, white and parochial schools as well as the routes that were served by public transportation. In 1940, the eastern city limits of Newport News still terminated beyond Salters Creek at Pear Avenue. Excluded from the city was the property of the Dodge Boat and Plane Corporation, which lay to the east of Ivy Avenue and west of Salters Creek, below 20th Street (Bower 1940) (Figures 3:205 and

---

[43]After the war was over, the land upon which Camp Patrick Henry stood was converted to other uses. The Patrick Henry Hospital, a health care facility, and the Patrick Henry Airport were constructed on the property (Rouse 1969:81).

3:206). In 1943, when Bower updated his map, he expanded his coverage both north and south, identifying the sites occupied by Lassiter Courts, East Hilton, Sussex Hilton, Betsy Lee Gardens, and Briarfield Manor as well as other outlying sections of Newport News (Bower 1943) (Figures 3:207 and 3:208).

After the war was over, the Hampton Roads Port of Embarkation was deactivated and many former residents of Newport News moved into Warwick County. It was around this time that interest grew in consolidating the city and county, for many people grew frustrated with the lack of public services. In 1944 an election was held to determine whether Warwick County should adopt the county manager form of government. With voter approval the new government was established as of January 1, 1945. Finally, in 1952, when Warwick County reached a population of 45,000 persons, the General Assembly granted a charter to the City of Warwick, subject to approval by a popular referendum. At that time, Warwick County became extinct. During the late 1950s, the shipyard was awarded a series of contracts for nuclear powered submarines, guided missile frigates, and aircraft carriers. This served not only to strengthen the area's economy but also to cause population growth. During the late 1940s and early to mid-1950s many families left the inner city, relocating to the suburbs of Warwick and Elizabeth City Counties. In 1958 the City of Warwick consolidated with the City of Newport News. That same year, a severe oil fire did a million dollars worth of damage to the Esso Bunker Terminal facility, destroying tanks and stocks (Jester 1961:155-156; Virginia State Library 1965:29,34; Rouse 1969:82).

The Modern Era

Growth in the size of the peninsula's military bases, in time, surpassed industry in bringing newcomers to the area. This, in turn, promoted high levels of employment. As the population grew efforts were made to provide facilities for higher education. In 1961 Christopher Newport College opened as a branch of the College of William and Mary. Three years later, Christopher Newport became established on its permanent campus at Shoe Lane. In 1966 Thomas Nelson Community College opened its doors to students. The Virginia Associated Research Center, near Patrick Henry Airport, also received funding (Rouse 1969:90-93).

Other significant changes have had far-reaching implications on the future of Newport News. In 1963 the C & O Railroad merged with the Baltimore and Ohio and five years later the Newport News Shipbuilding and Dry Dock Company was acquired by Tenneco, Inc., a Texas conglomerate. Major changes also occurred in the banking field, as local banks joined statewide holding companies or merged into statewide banks. All of these changes brought about modernization (Rouse 1969:94-95).

The construction of Interstate 64 lured businesses away from the Newport News waterfront. In an attempt to address the impending obsolescence of the old downtown, with its narrow and traffic-clogged streets, the city's port facilities received new

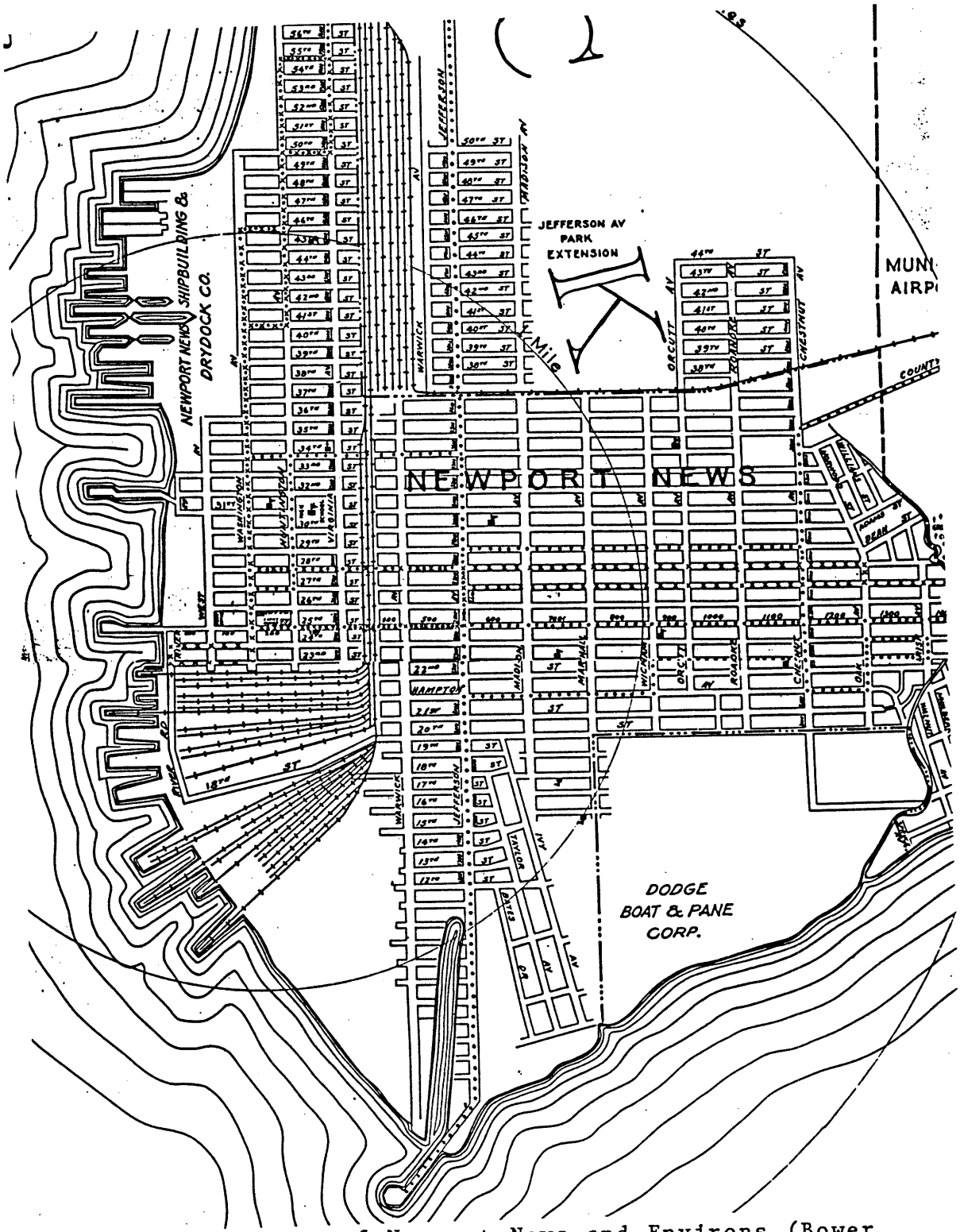


Figure 3:205 Map of Newport News and Environs (Bower 1940).

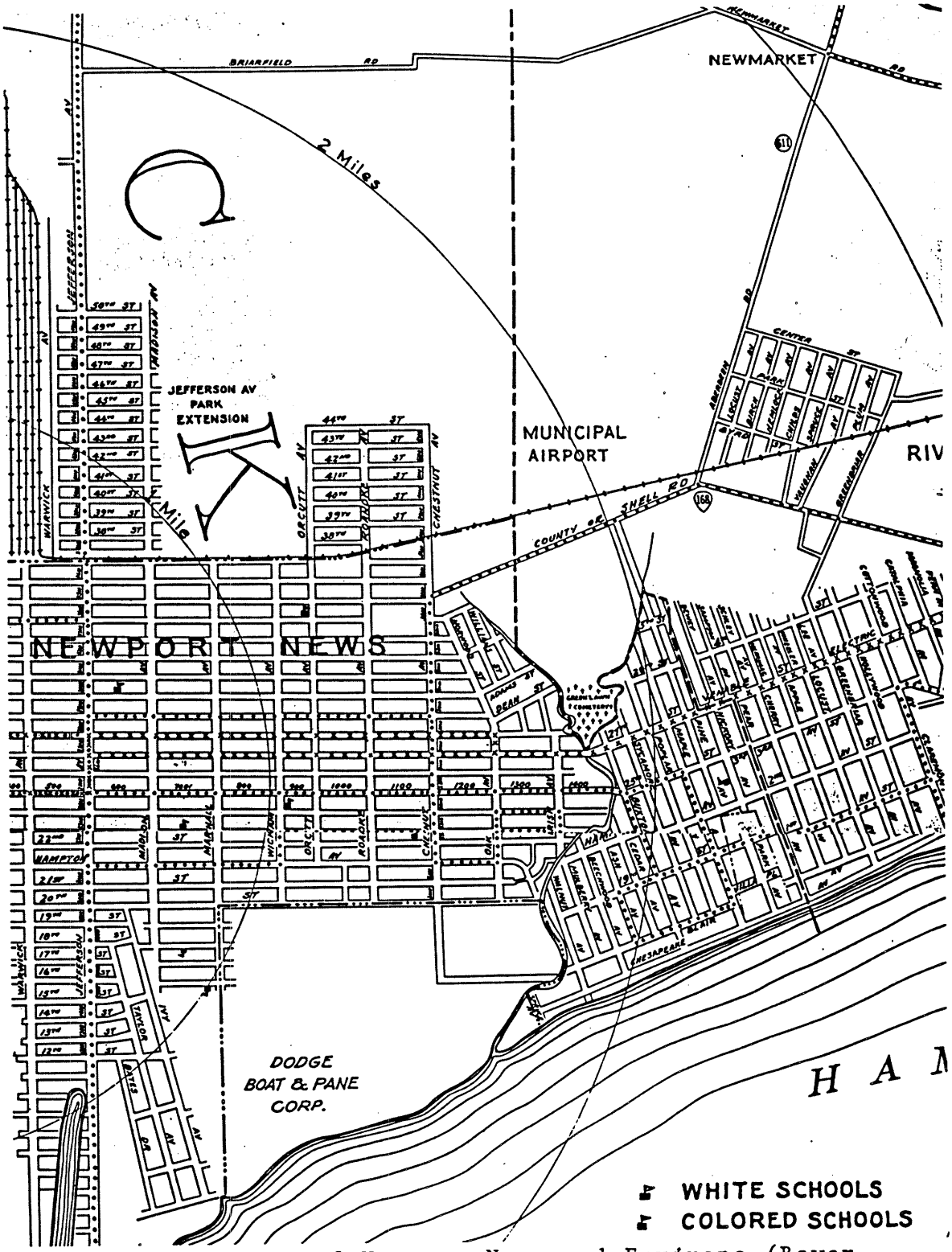


Figure 3:206 Map of Newport News and Environs (Bower 1940).

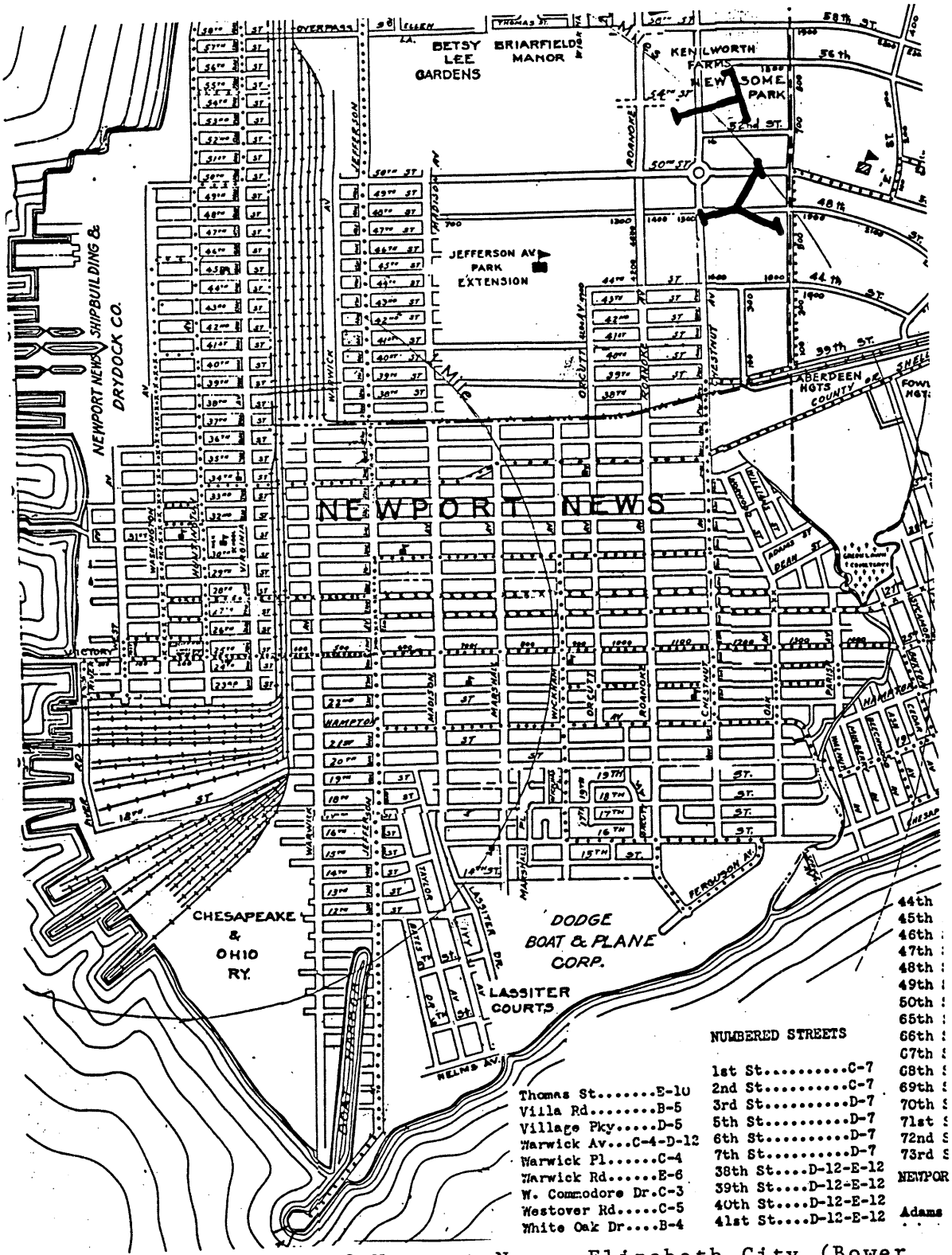


Figure 3:207 Map of Newport News, Elizabeth City (Bower 1943).

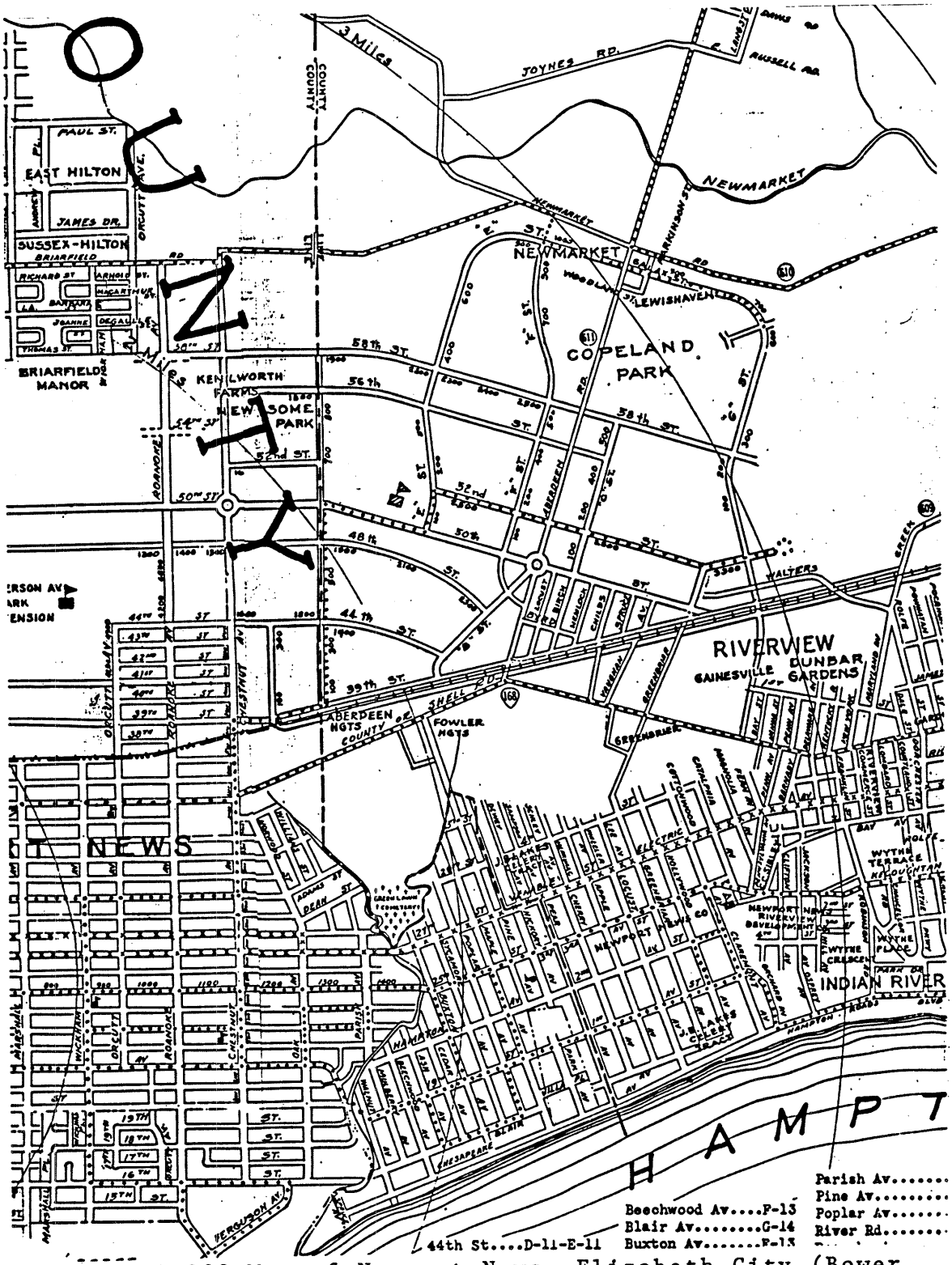


Figure 3:208 Map of Newport News, Elizabeth City (Bower 1943).

emphasis. In cooperation with the Peninsula Port Authority, new piers (B and C) were built in close proximity to the Chesapeake Bay, where deep-draft ships could tie up. This was done in an attempt to attract international commerce to the city. The Virginia Port Authority and the city worked toward the creation of Peninsula Terminals Ltd., a facility equipped for the shipment of containerized cargo. The shipyard also expanded. The North Yard, a commercial shipbuilding facility where merchant ships and tankers could be built, was constructed on an area of filled land between 54th and 68th Streets; meanwhile, the South Yard was devoted primarily to repair work and projects undertaken for the U. S. Navy. The creation of the Newport News Industrial Corporation also has served to strengthen the company's productivity, for it capitalized upon the shipyard's diversified manufacturing capabilities (Rouse 1969:95-99).

During the 1970s most of downtown Newport News' old buildings were razed to make way for parking lots and other facilities and in June 1972 the Newport News City Hall was dedicated. City officials also attempted to modernize and improve the East End, where some 90 percent of the city's 44,500 blacks were living in 1975; the second largest segment of the population resided in south Denbigh. As part of the Southeast Revitalization Plan, a 200 unit low-rent housing project called Walker Village was built along Jefferson Avenue. The Greater Southeast Development Corporation and the Jefferson Avenue Merchants Association assisted by creating a new shopping center between 23rd and 25th Streets, along Jefferson Avenue. Local merchants took steps to improve their property and Jama Square, a community park was created at 25th and Jefferson. The old Walter Reed School also was converted to the Wickham Avenue Neighborhood Facility (Newport News Times Herald 1978:11; Rouse n.d.101-102; Brown 1972:22). At this point in time, city officials and citizens are absorbed in how to revitalize downtown Newport News, breathing new life into one of the nation's most important seaports.

ARCHITECTURAL EVALUATION

RESEARCH METHODOLOGY

During most of 1990 a reconnaissance-level survey was undertaken in the downtown section of Newport News to identify at least 275 structures more than 50 years old (Note: since the survey included both buildings - which shelter human activity - and structures - which shelter objects, the word structures will be used hereafter to refer to the whole group surveyed, for the sake of eliminating bulk in the text). A total of 298 structures were identified. The methods employed in the identification of structures made the survey more intensive than a typical reconnaissance or windshield survey in which a general picture of the distribution of different types and styles and the character of different neighborhoods is noted. Archaeological resources such as the wrecks of the S.S. Florida and U.S.S. Cumberland were not evaluated as part of this project.

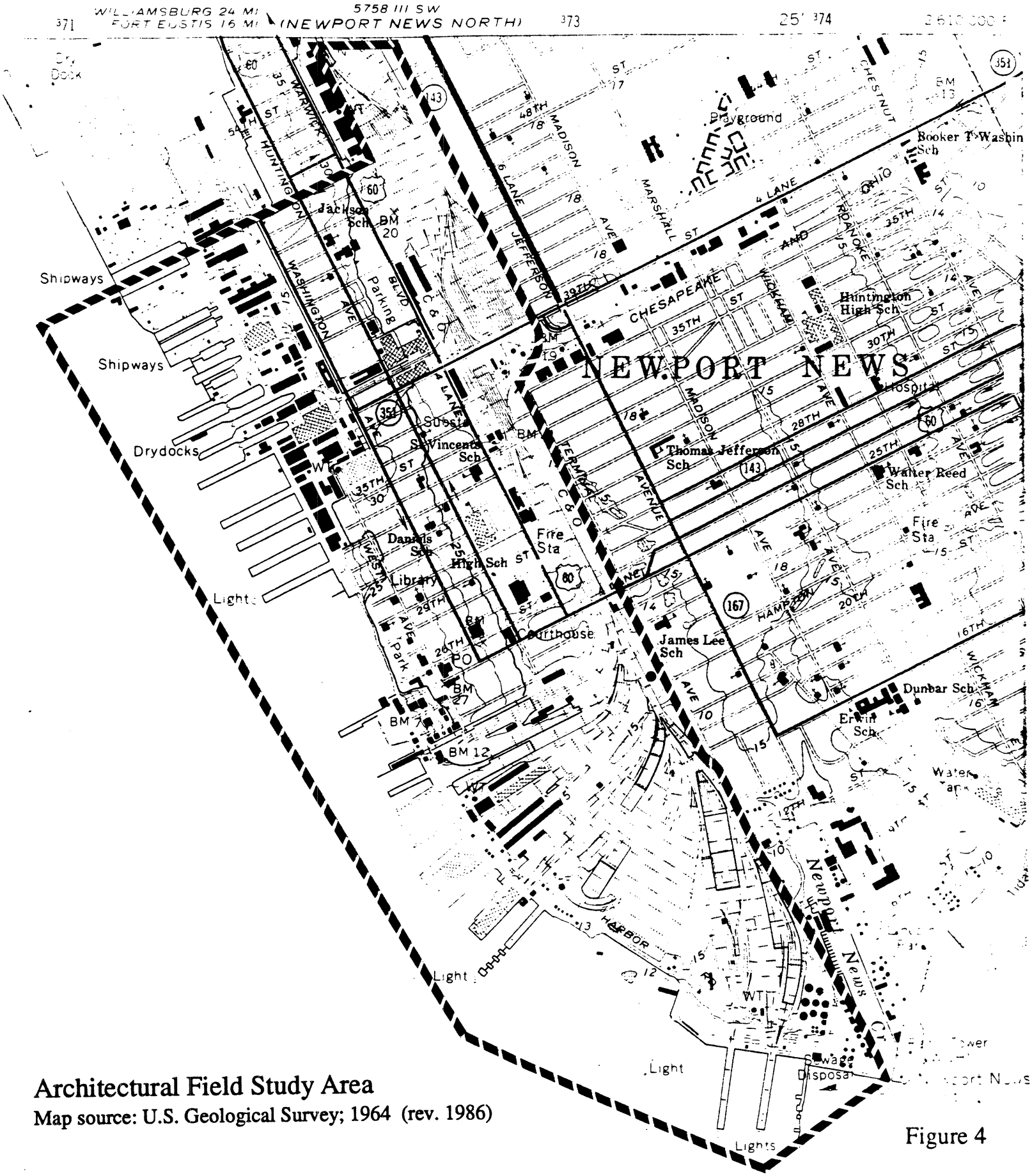
The architectural portion of the survey began with background research conducted at the Virginia Department of Historic Resources, the Virginia State Library, the Mariner's Museum, and the West Avenue Branch of the Newport News Public Library. In addition, documentation from the historical background portion of the survey provided by Martha W. McCartney was analyzed.

Field work began with two training sessions offered to City employees and citizen volunteers. The first session was taught by David Edwards of the Virginia Department of Historic Resources and the second session was taught by Roberta Reid. Basic instruction in filling out Brief Survey Forms was offered. The surveyors were then divided into groups and given streets to survey. The Principal Investigator accompanied the surveyors on their first day in the field in order to answer questions. The City staff and citizen volunteers covered West Avenue, Huntington Avenue, and a small portion of Warwick Boulevard. Roberta Reid covered all of the numbered streets, Washington Avenue, Warwick Boulevard, railroad properties, the Virginia Port Authority, and the Newport News Shipbuilding and Drydock Company.

The area chosen for the architectural portion of the survey covered streets between 50th Street, the Railroad, the James River, and Hampton Roads (Figure 4). Structures more than 50 years old were photographed. Also, structures constructed specifically for World War II activities were included even if they were less than 50 years old. Structures clearly less than fifty years old were not included in the survey. Sometimes, without documentation, a judgment had to be made about the age of a structure.

The Sanborn Insurance Maps were used to facilitate the dating of structures. Any structure constructed prior to 1926 was shown on early Sanborn Insurance Maps. If a structure was not shown on the 1913 Sanborn Map but appeared on the next Sanborn Map printed in 1919, it was given a ca. 1914 construction date. City

COMMONWEALTH OF VIRGINIA
DIVISION OF MINERAL RESOURCES



Architectural Field Study Area

Map source: U.S. Geological Survey; 1964 (rev. 1986)

Figure 4

Directories, physical evidence, and oral histories helped to date structures constructed between 1926 and 1940.

Each of the 298 structures was photographed using a 35mm camera with black and white film. More than 900 photographs were taken. A Brief Survey Form was filled out using primarily the front of the form. Dwellings were categorized by style using Virginia & Lee McAlester's A Field Guide to American Houses. Commercial and industrial buildings were categorized using Richard Longstreth's The Buildings of Main Street: A Guide To American Commercial Architecture. Filling out the back of the form was not required for the project; some sections of the back of the form were included voluntarily.

As work proceeded, portions of the text were turned over to Mary Kayaselcuk to edit. Mary also provided guidance in the decisions needed for graphics and production. Periodic progress meetings were held with Kevin Wilkins.

During the field survey, additional research was conducted at the West Avenue Branch of the Newport News Public Library to gain an understanding of the most significant structures. Also, many individuals were interviewed so that an oral history of the area could add to the current documentation on file. As a result, 25 structures or complexes of structures and one historic district were chosen as downtown's most significant architectural resources. Additional visits were made to the most significant properties to obtain comprehensive photographic coverage and additional historic documentation.

The intensive study conducted for the 25 structures and the district provides enough documentation for the Department of Historic Resources' Evaluation Team to determine whether any of the group is eligible for the National Register. (Bibliographic data for the Architectural Description and Historical Significance sections of the Intensive Survey Forms may be found on the back of each form.) In addition, the intensive study provides enough information to guide possible preservation planning. David Edwards traveled to Newport News to approve the choice of the 25 properties and the district.

After the field work was completed, the City Department of Planning and Development staff developed a survey form on computer using WordPerfect software and then typed both front and back of all brief survey forms. The Principal Investigator also used WordPerfect 5.0 to type the Architectural Description and the Historical Significance sections of the Intensive Forms for the 25 most significant properties. The City provided assistance in the preparation of maps and printed the final report.

DATA LIMITATIONS

The data limitations on this project were enormous. The greatest limitation came from the Newport News Shipbuilding and

Drydock Company who adamantly refused access to their property and refused access to any information about their historic buildings. Phone calls from all levels of the City staff and citizens failed to convince the Shipyard to share their history. When the Principal Investigator attempted to photograph buildings from outside of the fenced area enclosing the Shipyard, she was detained by Naval Security for suspicion of violating espionage laws. The Shipyard even refused access to their Naval housing unit, Huntington Hall, a locally significant architectural resource known previously as Newport News High School.

Owners of some other architecturally interesting structures refused access both to their buildings and any documents about those buildings. (Individual survey forms state whether access was denied.) It sometimes took a dozen phone calls to gain access to other buildings. Many owners seemed angry and suspicious at first, thinking that the study had something to do with condemnation or raising taxes but eventually most came to understand the importance of documenting buildings.

There are also a unusually high number of properties owned for income-producing purposes in the downtown study area. Most of those property owners had not owned the structures for very long and did not have an interest in architectural history.

Data limitations within City departments included a lack of documentation preserved and a reluctance to offer information about City-owned buildings planned for demolition. All building permits prior to 1969 were destroyed when the system was computerized. Oddly, there are no records available about the City-owned National Guard Armory. Since the former Amtrak ticket office is considered by the City Planning and Development Department to have been constructed in 1943, it was not included in the study.

The City Directories for Newport News posed some additional difficulties. Prior to 1920 the directories were not indexed by street; determining the names of first owners of properties was impossible (tracing deeds at the Courthouse was not within the scope of this project). In addition, it was discovered that the City Directory often lagged as much as five years behind a building's known construction date.

No railroad buildings were drawn between 23rd Street and 50th Street on the Sanborn Insurance Maps. CSX does not offer ready access to their building files located at their Jacksonville, Florida headquarters. The C&O Museum has information about Newport News railroad buildings but a trip to Clifton Forge was not within the scope of this project.

Only limited access was available to the Mariner's Museum archives which was closed to the public during installation of a new roofing system.

ARCHITECTURAL RESOURCES IN THE PROJECT AREA

The 298 buildings surveyed for the architectural portion of the survey gave a surprising amount of information about the city's evolution. The area is so deteriorated, it is hard to imagine the successful downtown that once was. However, even with so many buildings gone, it is still possible to see where people lived, worked, shopped, and were entertained.

The project area (Figure 5) contains the historic core of Newport News' downtown, established in the early 1880s. The project area appears industrial; it is bounded on the south by the CSX railroad (formally C& O Railway) and the Virginia Port Authority, on the east by the railroad tracks, and on the west by the Newport News Shipbuilding and Drydock Company. Even portions of the project area's center and eastern edge are owned by the Shipyard.

The original downtown, at 17th and 18th Streets (later known as Hell's Half Acre) no longer exists. As development progressed, the city's downtown moved north, east, and west. In addition to "Hell's Half Acre," other peculiar names such as Stable Row, Whiskey Row, and Boss' Row were often associated with particular blocks. From Boss' Row at 28th Street, a two-horse bus called the "Brain Wagon" transported Shipyard foremen to and from their work (Evans: 5). The East End (not included in the architectural portion of the study) retained a somewhat separate identity with its segregation from the rest of downtown by an extensive network of railroad tracks. As late as the early 1960s, a thriving metropolis existed in the project area, centered on the area bounded by West Avenue, Warwick Boulevard, 23rd Street and 39th Street.

Today, downtown Newport News is comprised of scattered pockets of commercial and industrial buildings interspersed with vacant lots and Shipyard parking lots. Dwellings which originally shared downtown with commercial and industrial structures, particularly on side or numbered streets, now fringe the project area's north and west boundaries. Dwellings are typically two-story, weatherboard houses with a side hall plan, gable front and windows with either 1/1 or 2/2 sash. Most of the dwellings have aluminum siding, asbestos shingles, or asphalt covering the original weatherboard. A hint of original ornamentation is sometimes shown in the peak of the gable where Victorian gingerbread was saved. The oldest dwelling in the project area is located at 131 28th Street; the single family dwelling has been almost swallowed up with a commercial addition on the front. The dwelling appeared on the Sanborn Insurance Map for the first time in 1889. All of the frame rowhouses that characterized Newport News are gone; only two groups of brick rowhouses remain: those at 315-321 33rd Street (ca. 1898) and those at 66-78 33rd Street (ca. 1918).

Government buildings, including City Hall, a police building,

Project Study Area

Aerial view of the study area showing the major north-south thoroughfares.
Photo source: Newport News Department of Planning and Development

Figure 5

the old Court House, a public safety building, the City Courts Building, and the Post Office and District Court building, lie near the southern end of the downtown, just north of Virginia Port Authority property. They are separated from the Port Authority's property by the last warehouse row in the city. Five multi-story bank structures are located near the government offices. The Victory Arch, symbol of the Port of Embarkation during World War I and World War II, is sited just west of the government complex; it forms an eastern edge to a mixture of vacant property and modern warehouses near the water.

Historic structures downtown appear to have suffered the effects of the flight to the suburbs (mostly to Denbigh, northwest of the project area). There is a mixture of inappropriate remodelings, vacancies, and experimentation with alternate uses. Many historic buildings have been covered with various combinations of artificial materials; architectural details that defined the structure have been either hidden or removed. Unable to attract desirable tenants, some owners have chosen to board their vacant buildings. Other structures contain industrial uses that at least keep an continuous occupancy.

Remnants of the wealth that resided downtown are visible in several grand houses along West Avenue and on Huntington Avenue, near the old Riverside Hospital. The area between West Avenue and the James River contains a large group of apartment buildings mixed with some single family dwellings that all have impressive views of the water. Washington Avenue, once the city's fashionable shopping and banking district, is a broken mix of empty lots, short-order restaurants, and stores catering to Shipyard workers or seamen (Figure 6). Huntington Avenue, which once contained an automobile row, grocery stores, feed stores, and the city's large Newport News High School, now is made up of Navy housing (in the old high school), parking lots, and some industrial uses in historic buildings. The block between 48th Street and 49th Street is almost filled with dwellings: an example of what the northern end of downtown used to look like. Warwick Boulevard, next to the railroad tracks, contains large, older industrial buildings on its southern end and a fairly intact grouping of dwellings on its northern end. Although it has suffered some pockets of demolition, Warwick Boulevard has probably changed the least of city streets since it has always had an industrial character. All but two of the dwellings that were mixed in with industry in the central and southern parts of Warwick Boulevard have been demolished.

Six downtown churches have managed to escape the demolition so readily available to other types of structures. The churches are scattered about the project area and all but one (that closed in 1989) are struggling to exist. Five of the churches are architecturally outstanding; the sixth has been rebuilt extensively and retains little historic architectural fabric.

The Newport News Shipbuilding and Drydock Company contains

Downtown Newport News
View looking north from Washington Avenue at 32nd Street

Figure 6

some of the oldest structures in the city. Its original administration building and some of the machine shops, foundry, and joiner shops date to the 1880s and 1890s; they are extremely significant as the oldest structures in the city. The majority of the structures are located near the James River between 35th and 45th Streets; another significant grouping is located in the area bounded by Washington Avenue, Huntington Avenue, 39th Street, and 42nd Street. However, none of the structures could be surveyed because officials at the Shipyard refused access to any portion of Shipyard property. They even refused to allow photographs to be taken. They offered no information about the history of their resources.

ARCHITECTURAL INVENTORY

This inventory classifies historic resources by address, building type, and Department of Historic Resources file number. The inventory gives a listing of the buildings or structures remaining in the downtown study area that are believed to be more than 50 years old (buildings constructed specifically for WWII purposes may also be included even though they are less than 50 years old). A brief description of the street and block is included to help the reader understand the setting. The names in parentheses following the street address are historic names (meaning first owner, long-term owner, or prominent name).

For the purposes of this inventory, the following definitions apply to building type. An industrial building is one that handles material for production and is also used as a warehouse. A warehouse is used strictly for storage. A commercial building is used mainly for retail purposes and could contain offices. An office building was mainly for businesses providing a service rather than selling a product. A dwelling houses one or two families. An apartment was specifically constructed for multi-family use. Rowhouses are distinguished from dwellings by their party walls. A townhouse (using historic terms) looks like a rowhouse with its shed or flat roof and side hall but is not connected to the house next door (a modern attached building is often called a townhouse). File numbers were assigned by street with the exception of previously-identified buildings already on file at the Department of Historic Resources.

ADDRESS	BUILDING TYPE	DHR FILE#
NUMBERED STREETS		
23rd Street - The North side of 23rd Street was demolished to make way for the City Hall complex and the I-664 entrance ramp. The 200 block of the south side of 23rd Street developed before the 100 block and by 1907 was filled with wholesale grocers, beer distributors, dressed meat companies and cold storage companies.		
110	industrial	121-62

112	industrial	121-62
114	industrial	121-62
118-120	industrial	121-62
122	industrial	121-62
128 (S.W. Holt & Co.)	industrial	121-35
208-216 (H.B. Walker's Sons)	industrial	121-62
222 (Nelson Morris & Co.Meats)	industrial	121-62
226 23rd Street	industrial	121-62

24th Street - No buildings more than 50 years old were found fronting this street. Most of the buildings on this street were demolished for the construction of the City Hall complex and the I-664 entrance ramp. The Casino and park associated historically with the Hotel Warwick extended from approximately this street up to 31st street between West Avenue and the James River.

25th Street - Most buildings more than 50 years old were demolished for the City Hall complex, courts building, bank, and old court house. The Victory Arch, although considered a local landmark, does not meet the 50-year or WWII cut-off date for this project since it was reconstructed in 1962. The west side of the Victory Arch is not used for traffic; WWI and WWII troops marched from River Road, up this street, and through the Victory Arch. At the bottom of 25th Street is Pier A where tugs now dock but where produce was historically delivered. The 400 block of 25th Street has become the entrance to the Newport News Marine Terminal.

101 (Post Office and Custom House)	federal	121-36
317	warehouse	121-63
323	commercial	121-63

26th Street - No buildings more than 50 years old were found fronting this street. (Note: the address for the Post Office/Court House is 101 25th Street even though it covers 25th to 26th Streets.) Buildings were demolished on this street for such projects as development of River Park Tower apartment building, the "Super Block," First & Merchant's Bank (Sovran), Sears, and the I-664 exit ramp.

27th Street - No buildings more than 50 years old were found fronting this street. Buildings were demolished on this street for projects such as development of the "Super Block." Newport Tower apartment building, Bank of Hampton Roads (Central Fidelity), the Wilbern Building, and Sears. The western end of this street includes a portion of Christopher Newport Park.

28th Street - An important side-street location for businesses in the early 20th century, this street has undergone several periods of reconstruction. The 00 block was not developed until the late 1930s and early 1940s. Buildings were demolished for projects such as a series of new townhouses, the "Super Block," and the redesigned 28th Street Overpass.

83 (Holland Apartments)	apartment building	121-64
131	dwelling/commercial	121-64

133 (Royall Building)	office building	121-64
223	commercial	121-64
225	commercial	121-64
233	commercial	121-64

29th Street - Most buildings fronting this street were demolished for redevelopment or construction of such newer buildings as Steelworkers Hall, Julius Conn Gymnasium, and a fire station.

75-85 St. James Terrace, O,P,Q,R,S,T)	3 apt. bldgs.	121-65
91	office/dwelling	121-65
119 (First Baptist Church)	church	121-31
223 (Female Seminary)	school/boarding	121-65
228 (Trinity United Methodist Church)	church	121-65

30th Street - The 100 and 200 blocks have undergone demolition for redevelopment. The 300 block is the side elevation and stadium of Newport News High School.

74-80 (St. James Terrace, L,K,M,N)	2 apt. bldgs.	121-66
75-85 (St. James Terrace, E,F,G,H,I,J)	6 apt. bldgs.	121-66
82 (Waterview Building)	apartments	121-66
87 (Skeeter House)	dwelling	121-66
91 (Mahone House)	dwelling	121-66
99 (St. Dennis Apartments)	apartments	121-66
213	commercial	121-66
300 block, south side	commercial	121-66
413-417 (Harwood and Curtis)	industrial	121-66
418	commercial	121-66

31st Street - The 100 and 300 blocks of this street no longer exist because of construction of Signet Bank and Newport News High School. The property of Newport News Shipbuilding and Drydock Company begins on filled land at the western edge of this street.

80-86 (St. James Terrace, A,B,C,D)	4 apt. bldgs.	121-67
81 (Tabb House)	dwelling	121-67
83 (Clifton House)	dwelling	121-67
85 (Edgewater Building)	apartments	121-67
90	dwelling	121-67
96 (Hays Building)	apartments	121-67
215	dwelling	121-67

32nd Street - The 00 block of this street and 33rd Street were the first developed of the Casino Park area between West Avenue and the James River. The 100 and 200 blocks contain mostly parking lots (the 200 block was the site of the John Daniel School). The 300 block is the side elevation and stadium of Newport News High School.

84 (Nelson Apartments)	apartments	121-68
89	dwelling	121-68
92 (Westminister Apartments)	apartments	121-68
94	apartments	121-68
95 (Hudgins House)	dwelling	121-68
211 (YMCA)	recreation	121-68
215 (First Presbyterian Church)	church	121-68

331 (O.J. Brittingham)	commercial	121-68

33rd Street - The 00 block of this street and 32nd Street were the first developed of the Casino Park area between West Avenue and the James River. Newport News Shipbuilding and Drydock Company buildings cover the north side of the 00 block of this street. The 100 block and part of the 400 block of 33rd Street have been cleared for parking lots. Note: the original school of Peninsula Catholic High School is on this street but the address is listed as 34th Street with the rest of the buildings.

66-78 (Wellford Row)	rowhouses	121-69
100 (Lipman House)	dwelling	121-69
215	commercial	121-69
216	dwelling/commercial	121-69
218	dwelling	121-69
220	dwelling	121-69
222	dwelling	121-69
236 (St. Vincent DePaul Catholic Church)	church	121-32
300 block, south side	warehouse	121-69
315	townhouse	121-69
317	townhouse	121-69
319-321	rowhouse	121-69
323-25	rowhouse	121-69

34th Street - The 00 block of this street contains Shipyard buildings (from this point north there is no 00 block of numbered streets). The 100 block contains either vacant lots or parking lots. The 300 and 400 blocks contain ramps for the 34th Street Overpass. The houses that once existed in the 100 block of 34th Street were submitted for consideration as a National Register Historic District in 1984. The request was denied; all but one of the houses have since been demolished.

120	dwelling	121-47
214-218	commercial	121-70
221 (St. Paul's Episcopal Church)	church	121-70
222	commercial	121-70
314	dwelling	121-70
316	dwelling	121-70
332 (Peninsula Catholic High School)	school	121-70

35th Street - The south side of the 100 block is a grassy vacant lot (there is no 100 block of numbered streets north of 35th Street). The south side of the 300 block contains the exit ramp for I-664.

100 block, north side (Perkin's Court)	6 apt. bldgs.*	121-71
208 (Kossuth Apartments)	apartments	121-71
213	dwelling	121-71
215	dwelling	121-71
217	dwelling	121-71
331 (Menonite Market)	commercial/residential	121-71
408	industrial	121-71

*The apartments were included in the inventory even though they were being demolished during the writing of this report.

36th Street - Many buildings in the 200 and 300 blocks have been demolished for a Shipyard building and Shipyard parking. The 400 block contains power lines.

218 (Domenico House)	dwelling	121-72
316-318 (Buclosky/Gilpin)	dwelling	121-72
317	dwelling	121-72
319	dwelling	121-72
321	dwelling	121-72
325	dwelling	121-72
327	dwelling	121-72
333	dwelling	121-72
331	dwelling	121-72
337	dwelling	121-72
339	dwelling	121-72

37th Street - All but two historic buildings in the 200-300 blocks have been demolished for a Shipyard building and Shipyard parking. The 400 block contains power lines and Shipyard warehouses.

314	dwelling	121-73
316	dwelling	121-73

38th Street through 44th Street - no buildings more than 50 years of age front these streets with the exception of some of the Shipyard's buildings described elsewhere. These streets are characterized by Shipyard parking lots, numerous Shipyard buildings, a railroad spur running from the CSX tracks west, and the 39th Street Overpass.

45th Street - This street is similar to 38th through 44th Street except that 3 older buildings have not been demolished.

223	dwelling	121-74
225	dwelling	121-74
419	industrial	121-74

46th Street - The 200 block of this street contains Shipyard parking lots. The 300 block was removed for the development of the Stonewall Jackson School, which has been demolished. The 400 block contains several newer industrial buildings and two dwellings associated with an industrial business.

413	dwelling	121-75
417	dwelling	121-75

47th Street - Shipyard parking engulfs three older dwellings in the 200 block of this street. The 300 block contains new townhouses and the vacant lot where the Stonewall Jackson School stood. One dwelling is in the 400 block.

221	dwelling	121-76
222	dwelling	121-76
224	dwelling	121-76
411	dwelling	121-76

48th Street - One old dwelling is surrounded by Shipyard parking in the 200 block of this street. The 300 block contains older

dwellings on the north side and new townhouses on the south side.

There are vacant lots next to the railroad in the 400 block.

223	dwelling	121-77
313	dwelling	121-77
317	dwelling	121-77
319	dwelling	121-77
323	dwelling	121-77
327	dwelling	121-77
329	dwelling	121-77
333	dwelling	121-77
337	dwelling	121-77
341	dwelling	121-77

49th Street - Three older dwellings are surrounded by Shipyard parking in the 200 block of this street. The 300 block contains new townhouses on the north side and older dwellings on the south side. Four older dwellings are in the 400 block.

210	dwelling	121-78
216	dwelling	121-78
220	dwelling	121-78
312	dwelling	121-78
316	dwelling	121-78
320	dwelling	121-78
322	dwelling	121-78
324	dwelling	121-78
328	dwelling	121-78
332	dwelling	121-78
336	dwelling	121-78
337	dwelling	121-78
338	dwelling	121-78
339	dwelling	121-78
411	dwelling	121-78
415	dwelling	121-78
417	dwelling	121-78
419	dwelling	121-78

50th Street - The north side of the 200 block contains the side elevation of the old Riverside Hospital building and the south side contains two older dwellings surrounded by Shipyard parking.

The north side of the 300 block contains North End Historic District dwellings (out of this study area); the south side contains new townhouses with the exception of one older dwelling.

The 400 block at this point becomes Shipyard property.

220	dwelling	121-79
200 block, south side	dwelling	121-79
338	dwelling	121-79

51st Street - The area north of 50th Street is out of the study area since it has already been surveyed for the North End Historic District. However, the 200 block of 51st Street was not included in the district because of modern intrusions and thus

has been included in the inventory.

231	dwelling	121-85

HARBOR ROAD OR RIVER ROAD - This road historically ran parallel to the edge of the waterfront. Buildings remaining on this road include the train station (constructed 1943; not included in this study), Fire Station #4, and the Pump House for Fire Station #4.

NE corner, Harbor & old 20th St.	fire station	121-84
NE corner, Harbor & old 20th St.	pump house	121-84
Pier 15, Locker Room, Boiler Hse.	1 structure,2 bldgs.	121-84

WEST AVENUE - Sometimes called "Pill Row" by local citizens, this street became the location for the most elaborate housing in the city, with highly ornate Victorian dwellings inhabited by doctors, politicians, and entrepreneurs.

2300 Block - This block contains no historic buildings. It is used for City Hall parking and also contains a modern Exxon gas station.

2400 Block - This block contains City Hall parking, the Hotel Warwick, a modern City building, and the Victory Arch

2410 (Hotel Warwick)	hotel	121-40

2500 Block - This block contains no buildings more than 50 years old and is characterized by the Victory Arch, the Greek Orthodox Church (constructed 1949; not in this study), and the side elevation of the Post Office.

2600 Block - This block contains no historic buildings; it is characterized by the modern River Park Tower apartments, Christopher Newport Park (between the apartments and the river) and the empty "Super Block."

2700 Block - This block contains no historic buildings; it is characterized by the "Super Block," the modern Newport Tower apartment building and Christopher Newport Park (between the apartments and the river).

2800 Block - This block contains new townhouses, a 1954 office building with first floor commercial space, and one older dwelling (turned commercial).

2804	dwelling	121-80

2900 Block - This block contains the Medical Arts Building, the Public Library, vacant lots, and 2 older dwellings

2901 (Medical Arts Building)	office/commercial	121-80
30th & West, SW corner (Library)	library	121-80
2904	dwelling	121-80
2914	dwelling	121-80

3000 Block - This block contains 1 older dwelling with attached commercial side, 1 apartment building, the 1959 Steelworkers

Hall, and parking lots.

3007	dwelling	121-80
3015 (Marlboro Apartments)	apartments	121-80

3100 Block - This block contains 4 older dwellings and parking lots.

3107	dwelling	121-80
3111	dwelling	121-80
3115 (J.W.C. Jones House)	dwelling	121-80
3117 (C.P. Jones House)	dwelling	121-80

3200 Block - This block contains vacant lots, an older apartment building, and a modern commercial building

3215 (Wellington Apartments)	apartments	121-80

3300 Block - This block is characterized by parking lots, a 7-11 store, and an older apartment building.

3301 (Stratford Apartments)	apartments	121-80

3400 Block - There are no historic buildings on this block which contains a grassy lot and Shipyard buildings

3500 Block - This lot contained the side elevation of the Perkin's Court apartment buildings (being demolished during the writing of this report) and the Shipyard's Apprentice Dormitory building (1941). Note: West Avenue ends at the 3500 block.

WASHINGTON AVENUE - This street was named for George Washington during a period of public interest in the centennial celebration of the surrender of British forces at Yorktown. Washington Avenue evolved as the banking and shopping hub of the city; it had a streetcar line running down its center.

2300 and 2400 Blocks - these blocks on Washington Avenue were closed for the construction of the City Hall complex.

2500 Block - The new Courts Building and a Crestar Bank take up most of this block. There are no historic buildings.

2600 Block - Sovran Bank (First and Merchant's) in the 2600 Building and the "Super Block" characterize this block; there are no historic buildings.

2700 Block - Central Fidelity Bank (Bank of Hampton Roads), Bay Savings Bank (First Federal Savings), and the "Super Block" characterize this block; there are no historic buildings.

2800 Block - This block is complete with older buildings.

2800 (Montgomery Ward, Kreske, Grant's)	commercial*	121-81
2801	commercial	121-81
2803-2805	commercial	121-81
2807	commercial	121-81
2811-2813	commercial	121-81

*Note: 2800 Washington has been counted as one building even though it was originally constructed as three buildings because extensive remodellings have unified the three.

2900 Block - This block has been cleared for redevelopment.

3000 Block - The west side of this block has been cleared for redevelopment; the east side has two development phases of older buildings.

3000	commercial	121-81
3010	commercial	121-81
3012	commercial	121-81
3014-3016	commercial	121-81
3026	commercial	121-81

3100 Block - Half of the west side of the 3100 block has been replaced with the Signet Bank which fills in the old 31st Street.

The rest of the west side contains both old and newer buildings. The east side of the block contains the Palace Theater and a vacant lot.

3100 block, west side	commercial	121-81
3107-09	theater/commercial	121-81
3114-3116 (Palace Theater)	theater	121-81

3200 Block - This block is mixed with older buildings, a new building, and a vacant lot

3201 (Nachman's)	department store	121-81
3204	commercial/apts.	121-81
3209	commercial	121-81
3211-3213	theater	121-81
3215	commercial	121-81

3300 Block - This block is mixed with older buildings, a new building, and vacant lots.

3301 (Masonic Temple)	commercial/fraternal	121-81
3305-3315 (Marne Apartments)	commercial/apartments	121-81
3306	commercial	121-81

3400 Block - The east side of this block is filled with older buildings; the west side is a vacant, grassy lot.

3404	commercial	121-81
3406	commercial	121-81
3408-3410	commercial	121-81
3412-3414	commercial	121-81

3500 Block - This block is filled with buildings on the east side; it also contains both a vacated McDonald's and a modern drug store on the west side.

3500 (Severn Apartments)	commercial/apts.	121-81
3502-3504	commercial	121-81
3506	commercial	121-81
3508 (Domenic's)	commercial	121-81
3510 (Hotel Central Annex)	hotel/commercial	121-81

3512-3516	commercial	121-81

3600 Block - This block is characterized by a modern Shipyard building on the west side. On the east side the block contains buildings developed by the Meena family and a 7-11.

3608-3614 (Meena Block)	commercial/apts.	121-81

3700 Block - The west side of this block contains the 37th Street Gate of the Shipyard. The east side contains a row of buildings developed by Gus Becouvarakis.

3700 (Gus's Place)	commercial	121-81
3704	commercial	121-81
3706-3708 1/2	commercial	121-81
3710-3712	commercial	121-81
3714	commercial	121-81

3800 Block - Shipyard buildings characterize this block.

3900 Block - Shipyard buildings characterize this block.

4000 Block - The Tugboat Dorothy on permanent display and Shipyard buildings characterize this block. Note: there is no 40th Street on the east or west sides of Washington Avenue here because the railroad spur runs under Washington Avenue where 40th Street was located.

4100 Block through 4400 Block - these blocks are exactly the same with Shipyard buildings on the west side and parking lots on the east side.

4500 and 4600 Blocks - these blocks contain the Shipyard on the west side and apartments on the east side.

4500-4600 (Riverside Apartments)	2 apt. bldgs.	121-39

4700 Block - This block contains parking lots, a 7-11, and the Shipyard.

4800 Block - This block contains parking lots and the Shipyard.

4900 Block - The Shipyard is on the west side; a restaurant is on the east side; Washington Avenue ends halfway through this block; drivers must turn right.

4906	commercial	121-81

HUNTINGTON AVENUE - This street was first named Lafayette Avenue. Like Washington Avenue, it was named during the time of the centennial celebration of the surrender of British forces at Yorktown. In 1903 the name of the street was changed to Huntington Avenue in honor of Collis P. Huntington. It became the site of larger commercial businesses such as automobile dealers and grocery stores. The street currently is one way, running from north to south.

2300 Block - This block includes the I-664 entrance ramp; a parking lot, and the Equitable Building.

2400 Block - This block contains parking lots and the 1946 Municipal Building.

2500 Block - This block contains parking lots and the 1949 Court House Building.

2600 Block - Houses originally in this block were demolished for Sears and parking lots.

2700 Block - Like the block above, this block was redeveloped for Sears. It also includes one modern bank building.

2800 Block - This block contains parking lots, the exit ramp for the 28th Street Overpass, and one older building.

2815	commercial	121-82

2900 Block - The 2900 Block begins a section of Huntington Avenue known in the 1940s as "Automobile Row." This particular block includes old auto dealerships and one new bank building.

2900	commercial	121-82
2902-2908	commercial	121-82

3000 Block - Newport News High School property begins on this block which also includes another auto dealership.

3000 (Newport News High School)	school	121-82
3001 (Newport News Buick Company)	commercial	121-82

3100 Block - This block includes more of Newport News High School property and parking lots.

3200 Block - Fronting this block are the newer Coca-Cola Building and one other commercial building.

3200 (Coca-Cola)	industrial	121-33
3201	commercial	121-82

3300 Block - This block contains the older Coca-Cola building and a modern office building.

3300 (Coca-Cola)	industrial	121-33
3310	commercial	121-82

3400 Block - Any older buildings on this block were removed for the 34th Street Overpass ramp and a parking lot.

3500 Block - This block contains parking lots on the western side and a mixture of 1950s and older buildings on the eastern side.

3508	commercial	121-82
3512	commercial	121-82

3600 Block - This block contains an older church and Shipyard parking lots.

3608 (Mennonite Mission School)	church	121-82

3700 Block - This block contains an older commercial building on the eastern side of the block; the Shipyard Credit Union (a fairly new building) takes up the entire western side of the block.

3700	commercial	121-82

3800 Block - This block contains Shipyard parking and a 1950s commercial insurance building.

3900 Block through 4200 Block - These blocks are characterized by Shipyard buildings (not counted; discussed elsewhere) and Shipyard parking. One 1950s commercial building is located in the 4200 block.

4300 Block - This block contains one older building, one newer building (Steelworker's Local 8888), Shipyard parking lots, and a 1950s restaurant.

4302 (Norris W. Mason, Grocer)	commercial	121-82

4400 Block - This block contains an older grocery store and Shipyard parking lots.

4410-4414 (I.A. Hogge and Bro. Grocery)	commercial	121-82

4500 Block - This block contains Shipyard parking lots and a 1950s restaurant.

4600 Block - This block includes Shipyard parking lots and an old church turned into a Steelworker's office.

4615 (Church of the Nazarene)	church/commercial	121-82

4700 Block - This block contains Calvary Baptist Church, one older dwelling, and Shipyard parking lots.

4700 (Calvary Baptist Church)	church	121-82
4703	dwelling	121-82
4712 (A&P)	commercial	121-82

4800 Block - Included in this block are one grocery building and eight dwellings.

4800 (Pender's Grocery)	commercial	121-82
4801	dwelling	121-82
4804	dwelling	121-82
4805	dwelling	121-82
4806	dwelling	121-82
4808	dwelling	121-82
4809	dwelling	121-82
4811	dwelling	121-82
4814 (Drs. Courtney & Sommers)	office/dwelling	121-82

4900 Block - This block contains new townhouses and one older dwelling.

4905	dwelling	121-82

5000 Block - The eastern side of this block contains a vacant lot

and a portion of the North End Historic District (not part of this project). The west side of the block includes a Shipyard credit union (the old North End Pharmacy building) and a convalescent home (old Riverside Hospital building).

5001 (North End Pharmacy)	commercial	121-82
5015 (Riverside Hospital)	hospital	121-82

WARWICK BOULEVARD - This street was originally known as Virginia Avenue (the original Warwick Avenue is now Terminal Avenue). Two dwellings survive from the late 19th century to show the original plan for houses on 25-foot lots. With convenient access to the railroad, Warwick developed after the turn of the 20th Century in a more industrial manner, with the exception of dwellings constructed by the Shipyard in the 4600 to 4900 block.

2300 and 2400 Blocks - These blocks now fall within Virginia Port Authority property.

2500 Block - The eastern side of this block has become the entrance to the Virginia Port Authority's Marine Terminal. The western side of the block contains an industrial complex.

2501	industrial	121-83

2600 and 2700 Blocks - This block includes Sears parking lot and a wholesale plumbing distributorship.

2700 (Noland Company)	industrial	121-83

2800 Block - This block has nothing but parking lots. Above it is the 28th Street Overpass.

2900 Block - This block contains a fire station, fire tower, body shop, and the National Guard Armory.

2901 (National Guard Armory)	armory	121-83

3000 Block - Newport News High School Stadium occupies the western side of this block. The remains of the Benson and Phillips industrial complex (silos, concrete pads) and a newer commercial building are on the eastern side.

3010-3014 (Benson - Phillips Co., Inc.)	industrial	121-83

3100 Block - Newport News High School Stadium continues on this block. A series of one-story industrial buildings developed by Benson-Phillips occupies the eastern side of the block.

3100	industrial	121-83
3102 (Milner's Dairy)	industrial	121-83
3104	industrial	121-83
3106	industrial	121-83
3108-3110 (Newport News Feed Co.)	industrial	121-83
3112	industrial	121-83

3200 Block - this block contains a parking lot and a remodeled dealership.

3201	commercial	121-83

3300 Block - This block contains one commercial building, vacant lots, one late 19th-century dwelling, and an abandoned gas station

3300	commercial	121-83
3303	dwelling	121-83

3400 Block - Above this block is the 34th Street Overpass. The block contains a vacant lot next to the overpass and property of a lumber dealer.

3500 Block - This block contains a power substation, a 1950s restaurant building, and a commercial business.

3501 (Nolde Brothers Wholesale Bakers)	industrial	121-83

3600 Block - This block contains more power lines, parking lots, and a late 19th-century dwelling.

3613 (Volta House)	dwelling	121-83

3700 Block through 4400 Block - These blocks are entirely filled up with Shipyard buildings (discussed elsewhere) and parking lots.

4500 Block - Buildings in this block include an old gas station, a modern metal warehouse, and parking lot (previously location of the Stonewall Jackson School).

4500 (O'Bryan & English Filling Station)	gas station	121-83

4600 Block - Dwellings constructed by the Shipyard in World War I begin in this block. The block also includes a parking lot.

4604 (P.B. Cross House)	dwelling	121-83
4606 (G.T. Gordon House)	dwelling	121-83
4608 (J.H. Ankers House)	dwelling	121-83
4610 (F.E. Fox House)	dwelling	121-83

4700 Block - Five more Shipyard houses, a vacant lot, and new townhouses characterize this block.

4700 (J.E. Bean House)	dwelling	121-83
4702 (T.W. Johnston House)	dwelling	121-83
4704 (J.A. Shirley House)	dwelling	121-83
4706 (H.B. Henderson House)	dwelling	121-83
4708 (W.E. Wallace House)	dwelling	121-83

4800 Block - This is a full block of houses (11 older, 1 new compatible infill house).

4800 (Andrew Hollingsworth House)	dwelling	121-83
4801 (W.A. Tennis House)	dwelling	121-83
4802 (E.R. Dawson House)	dwelling	121-83
4803 (W.T. Stephenson House)	dwelling	121-83
4804 (S.C. Matthews House)	dwelling	121-83
4805 (F.B. Holderby House)	dwelling	121-83
4807 (C.E. Smith House)	dwelling	121-83
4808 (A.H. Host House)	dwelling	121-83
4809 (C.J. Teese House)	dwelling	121-83

4810 (H.G. Brackin House)	dwelling	121-83
4811 (Robert Silk House)	dwelling	121-83

4900 Block - This block signified the end of the WWI housing constructed by the Shipyard. It is the only block of Shipyard houses still entirely intact containing 12 older dwellings.

4900 (J.J. Sellers House)	dwelling	121-83
4901 (J.L. Henderson House)	dwelling	121-83
4902 (T.S. Bower House)	dwelling	121-83
4903 (C.L. Reid House)	dwelling	121-83
4904 (Elias S. Baysten House)	dwelling	121-83
4905 (J.L. Maloney House)	dwelling	121-83
4906 (Mrs. S.A. Morgan House)	dwelling	121-83
4907 (J.B. Sawyer House)	dwelling	121-83
4908 (S.M. Tomlinson House)	dwelling	121-83
4909 (Peter White House)	dwelling	121-83
4910 (W.J. Finch House)	dwelling	121-83
4911 (Jno. Holzhbach House)	dwelling	121-83

RAILROAD PROPERTIES - The following buildings and structures are located on the old C&O line between the Hampton Roads and 58th Street. (Although the 58th Street Hump Office is above the 50th Street cutoff line for the architectural portion of the survey, it was felt that this endangered building would never fall under any other survey; therefore, it was included.) When exporting reached its height, there were dozens of buildings along this line. The following properties represent the last vestige of the railroad industry in this area.

E. Side Harbor, across from what was Pier 5 (warehouse 36-38,37-43)	2 warehouses	121-84
34th Street Yard Office	office/locker rooms	121-84
39th Street Office & Shop	office/locker rooms	121-84
Building 14301	supply building	121-84
39th Street Coal Station	structure	121-84
39th Street Water Tower	structure	121-84
45th Street XA Cabin	switch building	121-84
58th Street Hump Office	classification office	121-84

NEWPORT NEWS SHIPBUILDING AND DRYDOCK COMPANY - as mentioned several times in this report, the Shipyard absolutely refused access to any of its properties or records. Therefore only a small sampling of buildings (from photographs shot at a great distance and data from public library records) follows to supply the State preservation office with an idea of the importance of the architecture at the Shipyard.

Dry Dock #1	structure	121-51
Bldg.86 Engineering & Admin. Bldg.	office	121-51
Bldgs. 25,60,62,65 machine,joiner shops	industrial	121-51
Bldg. 103 hull fitting,plant mach. shop	industrial	121-51
Bldg. 501 pattern shop	industrial	121-51
Bldg. 550 foundry	industrial	121-51

INVENTORY DISTRIBUTION BY STREET

The following inventory shows how structures more than 50 years old are distributed downtown today. Buildings are counted as "1" if they are attached (ie. St. Vincent's church, chapel, and rectory are counted as "1" because they connect).

Warwick Boulevard retains the largest concentration of structures because of its residential section between 46th and 50th Streets that was developed in 1917.

23rd Street	9
24th Street	0
25th Street	3
26th Street	0
27th Street	0
28th Street	6
29th Street	7
30th Street	16
31st Street	10
32nd Street	8
33rd Street	13
34th Street	7
35th Street	12
36th Street	11
37th Street	2
38th Street	0
39th Street	0
40th Street	0
41st Street	0
42nd Street	0
43rd Street	0
44th Street	0
45th Street	3
46th Street	2
47th Street	4
48th Street	10
49th Street	18
50th Street	3
51st Street	1
Harbor (River) Rd.	5
West Avenue	14
Washington Avenue	40
Huntington Avenue	31
Warwick Boulevard	48
Railroad	9
Shipyard	6
TOTAL:	298

THE OLDEST DWELLINGS IN DOWNTOWN NEWPORT NEWS

The following list of dwellings was made from study of the

Sanborn Insurance Maps dated 1887-1926. The oldest dwellings are those shown on the 1899 and earlier Sanborn Maps.

1889 Sanborn Insurance Map
131 28th Street (shows proposed single family dwelling from drawings)

1891 Sanborn Insurance Map
314 37th Street - single family dwelling

1893 Sanborn Insurance Map
317 36th Street - single family dwelling
223 29th Street (Female Seminary) - first constructed as a two-family dwelling; used perhaps immediately as a school.

1897 Sanborn Insurance Map
314 34th Street - single family dwelling
316 34th Street - single family dwelling
213 35th Street - single family dwelling
2804 West Avenue - single family dwelling

1899 Sanborn Insurance Map
215 31st Street - single family dwelling
216 33rd Street - single family dwelling
218 33rd Street - single family dwelling
319-321 33rd Street - rowhouse
323-325 33rd Street - rowhouse
120 34th Street - single family dwelling
215 35th Street - single family dwelling
217 35th Street - single family dwelling
319 36th Street - single family dwelling
321 36th Street - single family dwelling
316 37th Street - single family dwelling
223 45th Street - single family dwelling
225 45th Street - single family dwelling
221 47th Street - single family dwelling
224 47th Street - single family dwelling
223 48th Street - single family dwelling
317 48th Street - single family dwelling
220 49th Street - single family dwelling
312 49th Street - single family dwelling
316 49th Street - single family dwelling
2904 West Avenue - single family dwelling
2914 West Avenue - single family dwelling
4801 Huntington Avenue - single family dwelling
4905 Huntington Avenue - single family dwelling
3303 Warwick Blvd. - single family dwelling
3613 Warwick Blvd. - single family dwelling

OLDEST STRUCTURES IN DOWNTOWN NEWPORT NEWS

The following list of structures was determined from a study of the Sanborn Insurance Maps dated 1887-1926. Buildings

considered to be the oldest in the study area are shown on the 1899 or earlier Sanborn Maps. The list does not include pre-1900 buildings owned by the Newport News Shipbuilding and Drydock Company (see Data Limitations).

1899 Sanborn Insurance Map

413-417 30th Street - a 2-story industrial building constructed to contain a business selling "hay, grain, and flour ware" as depicted on the 1899 Sanborn Insurance Map. The building's front elevation contains an 1892 plaque making it the oldest commercial structure in downtown Newport News. It was not mapped, however, on earlier Sanborn Maps; tax maps should be investigated to verify the 1892 date.

226 23rd Street - an industrial building constructed as a 3-story wholesale grocery and feed business. Note: the south side of 23rd Street was not mapped by Sanborn prior to 1899. The building was used by 1907 as a "beer depot" with 2nd-floor stable. In World War I the building was used by the U.S. Army for the "Reclamation Division" with a "guard day and night."

215 32nd Street - First Presbyterian Church. This building was not shown on the 1899 Sanborn Insurance Map but the church history has a documented date of October 20, 1899 for the cornerstone laying ceremony. The church was not depicted in time for publication, perhaps, on the 1899 Sanborn Map.

221 34th Street - St. Paul's Episcopal Church. The church has a documented November 2, 1899 date for the cornerstone ceremony. The building was described on the 1899 Sanborn Map as, "to be built from plans."

3204 Washington Avenue - a 3-story commercial building shown as "being built" on the 1899 Sanborn Map. It was used by 1903 to sell glass and crockery. By 1913 a hardware business was located here which had changed to a grocery by 1919.

3500 Washington Avenue - described in 1899 as a 4-story dry goods store "being built." There is a possibility that two stories were removed. The form of the building is the same as on the 1899 Sanborn. By 1913 apartments above the first floor were called "The Severn."

3506 Washington Avenue - a 3-story building under construction in 1899 as a store. As early as 1903, the 2nd and 3rd floors were used for boarding. The use of the upper floors changed in 1907 but was not described.

3510 Washington Avenue - constructed by 1899 as a 3-story building with drugstore. By 1903 the building was labeled "Hotel Central Annex" (the Hotel Central was just around the corner at 210 36th Street). By 1907 the main hotel was located in the Washington Avenue building and the annex was in the 36th Street building, perhaps for better exposure to Washington Avenue

traffic.

3201 Huntington Avenue - constructed by 1899 (shown as a vacant building although it did not appear on earlier Sanborn Maps) and used by 1903 as a carriage painting business. Later it became a bottling company (by 1907) and a clothes cleaning business with separate dry cleaning plant behind the building (by 1913).

3700 Huntington Avenue - constructed as two separate businesses: a saloon at 3700 and a dry goods store at 3702. The building replaced an earlier two-story dwelling located at 3700 Huntington. By 1913 the 3700 side contained a restaurant and the 3702 side was vacant. By 1919 both sides were being used again: 3700 had a furniture storage business and 3702 had a hardware, paints, and oils business. By 1926 a third address of 3702 1/2 had been added.

No structures (other than dwellings and Shipyard structures - both described elsewhere in the report) remain from the 1885, 1889, 1893, and 1897 Sanborn Insurance Maps.

NUMERICAL INVENTORY

This inventory classifies historic resources by the file number assigned by the Department of Historic Resources. In most cases, streets have one number; that number includes all structures on that street. In some cases, architectural resources were identified before this project; consequently, they were assigned their own number at the time surveyed.

DHR FILE #	ADDRESS
121-29	The Tugboat Dorothy (see also 121-51)
121-31	First Baptist Church: 119 29th Street
121-32	St. Vincent de Paul Catholic Church: 236 33rd Street
121-33	Coca-Cola Complex: 3200 & 3300 Huntington Avenue (previously identified as Old Daily Press Building at 3300 Huntington Avenue only
121-35	S.W. Holt & Co.: 128 23rd Street
121-36	U.S. Post Office and Custom House: 101 25th Street
121-39	Riverside Apartments: 4500-4600 Washington Avenue
121-40	Hotel Warwick: 2410 West Avenue

121-47	Dwelling: 120 34th Street (previously identified with group of buildings called "34th Street Historic District")
121-51	Newport News Shipbuilding and Drydock Company (see also 121-29)
121-62	23rd Street (see also 121-35)
121-63	25th Street (see also 121-35)
121-64	28th Street
121-65	29th Street (see also 121-31)
121-66	30th Street
121-67	31st Street
121-68	32nd Street
121-69	33rd Street (see also 121-32)
121-70	34th Street (see also 121-47)
121-71	35th Street
121-72	36th Street
121-73	37th Street
121-74	45th Street
121-75	46th Street
121-76	47th Street
121-77	48th Street
121-78	49th Street
121-79	50th Street
121-80	West Avenue (see also 121-40)
121-81	Washington Avenue (see also 121-39)
121-82	Huntington Avenue (see also 121-33)
121-83	Warwick Boulevard
121-84	C&O Railway structures (including those on Harbor or River Road and northward on the

tracks

121-85 51st Street

ARCHITECTURAL ANALYSIS BY THEMES

Historic period themes were devised by the Virginia Department of Historic Resources for use in separating the state's broad variety of historic cultural resources into ten basic catagories. These themes, which definitions overlap somewhat, encompass virtually all of the cultural resources that comprise Virginia's historical continuum. The thematic grouping of specific resource types facilitates their analysis both diachronically and synchronically. The VDHR's typologies consist of the specific resource types that are clustered under one of the previously described themes.

Within the following discussion, the VDHR's themes and typologies have been applied to the architectural features that previously or presently comprise Newport News' built environment.

HISTORICAL THEME: RESIDENTIAL/DOMESTIC[44]

Prior to the fourth quarter of the nineteenth century, almost all of the territory that is now encompassed by the city of Newport News (then Warwick County) consisted of farmland, forested acreage, and marsh land. During the early seventeenth century colonists established homesteads near Newport News (Newportes News) and Blunt Points, on Mulberry Island, and along the Warwick River, Waters Creek, Skiffs Creek, and other navigable streams. The earliest structures they erected were insubstantial frame buildings that were set on ground-laid sills or posts that were driven or set into the ground. In 1625, the colonists living at Daniel Gookin's plantation, Newportes News, occupied four houses. By the mid-seventeenth century, some Virginia planters were building homes of brick. Throughout the seventeenth century settlers tended to build their houses along river frontage and the banks of navigable streams (Carson et al 1982:141-144; Herrmann 1670).

Warwick County's earliest urban residential development occurred between 1680 and 1691. In June 1680, when Virginia's House of Burgesses passed the first of three acts creating port towns at specific locations within the colony, Warwick Town was

---

[44]This theme relates to residential architecture and includes both agricultural and non-agricultural structures. Agricultural resource types include farmhouses, washhouses, summer kitchens, smokehouses, springhouses, ice houses, root cellars, bake ovens, drying houses, cemeteries, ash hopers, acetylene light plants, miscellaneous domestic buildings. Non-agricultural resource types include single family houses in villages, towns and cities, multiple-family housing.

established on the eastern bank of the Warwick River, at Deep Creek. Each 50 acre planned town was surveyed and laid off into lots and incentives were offered to stimulate urban development. Warwick Town, by 1691, reportedly had "several houses . . . together with a brick court house and prison" (Hening 1809-1823:II:471-478,508;III:60; Reps 1972:67).

Eighteenth century maps reveal that major plantation seats lined the shores of the James River, where the more affluent planters had direct access to commercial shipping. Inland, development consisted of large plantations that were interspersed with small and middling farmsteads. As building techniques became more sophisticated, Virginians constructed more elaborate domestic complexes. Even so, they persisted in building frame dwellings that often were set upon brick piers or foundations (Jefferson 1954:153-154).

During the Civil War, when black refugees flocked to the lower peninsula, seeking sanctuary near the Union Army's stronghold at Fort Monroe, they typically built shanties out of the rubble salvaged from abandoned buildings. In 1865, when a map was made showing the vicinity of Newport News Point, the acreage that later became the town of Newport News consisted of rural countryside throughout which were scattered farmsteads (Bache 1865).

In the 1860s and 70s, when Collis P. Huntington's agents began buying up land that lay in the path of the proposed C & O railroad, the acreage in the vicinity of Newport News Point was rural. The farms of William Lee, Armistead Haughton, Robert H. Lee, Thomas W. Lee, William Washington Burk, and the Briarfield, Hawkins, and Wilbern tracts were purchased on behalf of the C & O. In 1861 the home of William D. West (Parker West's son) stood on the bluff where Roanoke Avenue extended would have intersected with 12th Street (Stauffer 1934:128). Maps that were made between 1865 and 1881 reveal that these farms' main dwellings typically were situated close to the banks of the James River (Bache 1865; Rouse 1986:72).

When Newport News first was laid out into streets and blocks, the C & O bisected the town along an approximately north-south axis before heading west. At first, laborers employed in the railroad and shipping industries (many of whom were black) built insubstantial wooden shanties near the railroad yards and the piers. Those whose economic position was more secure built homes away from the piers and along the streets and blocks near what became the downtown. Early-dated insurance maps reveal that Newport News was a community of frame houses.

Prior to the construction of the three iron bridges that by 1903 spanned the C & O's tracks, the railroad lines comprised a physical barrier that slowed the rate at which development occurred in the city's East End. Presumably a lack of convenient access to the city's commercial and industrial districts also

served to make its real estate somewhat less valuable. The pattern of racial distribution in Newport News appears to have been established early on, for Collis P. Huntington selected the western part of the town (abutting the James) as the area in which he invested the bulk of his money. It is also significant to note that in 1880, when the Old Dominion Land Company donated land upon which separate schools were to be built for blacks and whites, the black children's school was on the eastern side of the railroad tracks.

During the mid-to-late 1880s the area near the piers and below the C & O's tracks contained numerous shanties and sheds. A row of one-story tenements (occupied by blacks) lined the south side of the railroad tracks. Away from the waterfront were more shanties. By the early 1890s the quality of the residential development near the piers had begun to improve. Many of the shanties and tenements along A Street and next to the railroad tracks were torn down and replaced by one-and-two story frame dwellings. By 1899 a modest amount of new construction had occurred along 17th and 18th Streets.

By the late 1880s residences were scattered throughout the area between Lafayette and West Avenues. To the north of 28th Street were relatively large, detached dwellings, whereas to the south were row houses and dwellings of a lesser size. A line of duplex tenements was located on the south side of 27th street, between Lafayette and Virginia Avenues, throughout which area were detached dwellings. The majority of these homes were from Washington Avenue, west. By 1891, rowhouses and duplexes had been built along 29th, 36th and 37th Streets. During the next few years, residential development intensified between the west side of Washington Avenue and the James River. Houses were sparsely scattered throughout the blocks between 31st and 34th Streets and between 24th and 29th Streets, from Lafayette to Virginia Avenue.

In 1889, when the area to the east of the C & O's main line was mapped in detail, rows of duplex tenements flanked both sides of Warwick Avenue (between 23rd and 24th Streets) and Hampton Avenue (between 21st and 22nd Streets). Commercial establishments and recreational facilities served these small neighborhoods. This portion of Newport News, which was sparsely populated, was predominantly black. By 1893 a few new dwellings had been built to the east of Warwick Avenue but west of Jefferson. Commercial establishments were interspersed with dwellings along the east side of Jefferson Street, above 21st Street, and a row of duplexes lined the south side of 27th Street. To the north, rowhouses fronted west upon Jefferson Avenue above 27th Street. To the south of 20th Street, along Ivy Avenue, were lines of rowhouses, interspersed with a modest amount of commercial development.

The blocks and streets to the north of the downtown business district were residential in character by 1891. Rowhouses lined both sides of 37th and 38th Streets and the west side of Lafayette Avenue, most likely homes that were occupied by shipyard workers.

By 1893 there were a few scattered dwellings along the east side of Lafayette. At the end of the decade a light amount of residential development lined both sides of 42nd Street and extended northward to 50th Street. Housing density was greater in the blocks to the west of Lafayette Avenue than to its east. Between 1899 and 1903 residential development became decidedly more dense in the blocks to the north of 41st Street, where single family dwellings were closely aligned along both sides of the area's numbered streets. Concurrent with growth in the area's population density came the construction of new churches, schools and business establishments. Above 50th Street, more than two dozen large single-family dwellings stood on lots that were double, triple or quadruple in size. These were the stately homes of Newport News' North End. One dwelling that was located between 56th and 57th Street, facing west upon Huntington (Lafayette) Avenue had an outbuilding that was equipped with an astronomical observatory.

By 1897 a modest amount of residential growth had occurred in the blocks between 23rd and 27th Streets and West and Lafayette Avenues and between 31st and 35th Streets, along both sides of Washington Avenue. On the north side of 24th Street was a row of two-story frame houses, behind which were a few scattered dwellings. Housing density was intense along the north side of 26th Street and both sides of 27th. Almost all of these dwellings were two story frame structures. On the corner of 26th and Lafayette was a large boarding house. A row of dwellings faced Lafayette Avenue near the corner of 29th Street, behind which were three rowhouses. Between 1893 and 1897 a dozen new dwellings were erected between 35th and 36th Streets, flanking Lafayette Avenue, and several new homes were built on formerly vacant lots between 36th and 37th Streets. By 1899 some of the dwellings along the north side of 25th Street had been replaced by businesses and several new homes had been built along the south side of 26th Street. Residential development abutted the business district, especially above 29th Street and an overall increase in housing density had occurred. By 1903 new houses stood on lots that lined the east side of Lafayette Avenue. A decade later, dwellings and flats were intermixed along both sides of 32nd Street, between West Avenue and the river. An apartment building called The Frederick also had been built.

On the east side of the C & O's main line, commercial and residential development had occurred along the north side of 23rd Street, between Warwick and Jefferson Avenues by 1897 and houses were thinly scattered throughout the area to the north. To the east of Jefferson Avenue development spread northward at a relatively slow rate and the overwhelming majority of the lots above 27th Street were vacant. Between 1893 and 1897 a considerable number of new dwellings were built along Ivy Avenue. By the turn of the twentieth century, residential development had intensified along both sides of Warwick Avenue and some of the lots that in 1897 had contained modest-sized houses by 1899 also contained tenements and rows of tiny dwellings. The construction

of these very small living units most likely stemmed from the housing shortage that was created by the city's rapidly expanding population. During this period, residential growth also intensified along Jefferson and Madison Avenues, especially to the south of 24th Street, where many new duplexes were constructed. By 1899 a light amount of residential development had occurred to the east of Wickham Avenue.

Between 1899 and 1903, housing density increased in the blocks to the north of 22nd Street. Some of these new homes may have been occupied by workers who were employed in the newly constructed industrial facilities had been established on the east side of the C & O, after the tracks were bridged. Perhaps it was the construction of the new bridges that precipitated vigorous growth in the residential neighborhoods on the east side of Jefferson Avenue. Many of these new dwelling units were duplexes or rowhouses. Single family homes also were constructed on the east side of Madison Avenue, to the north of 24th Street, and between Madison and Marshall Avenues, above Hampton Avenue. Many new houses were built in the blocks to the east of Wickham, Roanoke and Oak Avenues and north of 33rd Street, near the County Road. Residential development intensified along Ivy Avenue, where additional tenements and rows of dwellings were built. A negligible amount of growth had occurred above 29th Street.

By 1903 the character of 18th Street had changed somewhat, for some previously existing residences had been replaced by newly constructed commercial establishments. Klondyke Avenue, which extended toward the waterfront to the south of Pier No. 10, was lined with tenements, saloons and a few scattered dwellings. Residences were scattered thinly along Newport News Avenue.

In 1907 the character and appearance of the neighborhoods to the north of 37th Street were well defined, altered only by the construction of an occasional new dwelling or commercial establishment. The Colonial Flats (an apartment building), built by 1913, was located at the corner of Washington Avenue and 50th Street. Above 50th Street, more large dwellings stood upon oversized lots. The size and configuration of the houses in the North End reflected their owners' relative affluence and access to disposable income.

On the east side of the C & O's tracks, development by 1907 had spread out and increased in intensity. The neighborhoods to the east of Roanoke Avenue were more populous and a modest amount of new residential development had occurred in the triangular area hemmed in by 29th Street, Oak (or Norwood) Avenue, and County Road and in the blocks to the south of 25th Street and east of Chestnut Avenue. Much of the acreage on both sides of Salter's Creek had been laid out into streets and relatively small lots, some of which contained dwellings. On the banks of the James River were a few single family dwellings, situated on oversized lots. Two large boarding establishments, The Anchorage and The Elmwood, shared a view of Hampton Roads.

The passage of the Jim Crow legislation, which occurred in 1912, led to the establishment of segregated housing districts, creating neighborhoods that were deliberately set aside for the occupancy of blacks or whites. In 1913 the overwhelming majority of the homes in the area between Jefferson and Madison Avenues and 19th and 23rd Streets were occupied by blacks. To the north of 26th Street, there was a modest increase in housing density. Residential growth also had intensified in the blocks bordered by Madison and Marshall Avenues, to the north of 19th Street, especially between Chestnut Avenue and Salters Creek. The presence of public facilities (such as schools and churches), that were set aside for blacks suggests that the majority of those who lived along Ivy Avenue were of African descent.

During World War I, when the population of Newport News expanded rapidly, thanks to an influx of shipyard workers, the Newport News Shipbuilding and Dry Dock Company acquired the Pembroke Jones farm or Hilton tract, where it built 500 houses in the style of an English village. The development, known as Hilton Village, was opened to occupancy in July 1918 and was completed by October 1919. It was the first major housing development to be built in Warwick County and the nation's first government-built planned community (Jester 1961:140-141,191).

World War I also saw the erection of many dwellings that were built expressly for blacks, hundreds of tenements that in time became slums. As thousands of blacks sought jobs in Virginia's wartime industries, real estate firms cashed in on the housing shortage by rushing to completion block rows of temporary flats. These buildings were bleak, unpainted and little more than shacks. Bloodfield, one of the largest slum districts in Virginia, offered refuge to nearly half of the city's blacks during the war (Katz 1940:336-337). Multiple family apartments and tenements that were occupied by blacks were constructed in the blocks immediately to the east of the C & O's tracks, on formerly vacant lots. New housing units also were built in the blocks above 25th Street, where rowhouses, tenements, duplexes and closely aligned single family dwellings occupied lots that only four years earlier had been vacant. In some instances, older buildings were razed to make way for new structures. Housing density increased significantly in the blocks bound by Jefferson and Marshall Avenues and 19th and 30th Streets, then decreased to the north of 30th Street. On the northeast corner of Jefferson Avenue and 35th Street was a cluster of Army barracks. A substantial amount of growth had occurred in the blocks between Marshall and Wickham Avenues and 21st through 29th Streets, although development was relatively sparse in comparison with other parts of the city. On Ivy Avenue, residential development had intensified (Sanborn 1919).

At the foot of Madison and Marshall Avenues was Camp Stuart, which barracks were very much in evidence in 1919. Between 16th and 18th Streets were single family dwellings and tenements, which

were occupied by blacks. There was a modest increase in housing density in the neighborhoods between Roanoke, Chestnut and Hampton Avenues and 37th Street and Roanoke and Wickham Avenues. The number of housing units to the east of Chestnut Avenue and north of 20th Street also had increased substantially. The distribution of public facilities, which were identified as either black or white, suggests that 29th Street served as a boundary between racially segregated neighborhoods (Sanborn 1919).

On the west side of the C & O's main line, near the piers in the vicinity of 23rd Street, were tenements that were occupied by blacks. Vacant buildings, dwellings and small business establishments were scattered randomly throughout these neighborhoods. During World War I a tabernacle and Army barracks were built between West Avenue and the river at 30th Street, to the north which were the Marlborough Apartments. The blocks between 31st and 33rd Streets, which in 1913 had contained a few scattered dwellings and apartment buildings, were densely occupied by 1919. The Nelson Apartments were located at the foot of 32nd Street, overlooking the James River; nearby were the Westminster Apartments. At the corner of West Avenue and 33rd Street were the Stratford Apartments, to the north of which were the Shirley Apartments. The Army/Navy Officers Club fronted on the James River. Army officers quarters, which consisted of stuccoed apartment buildings, were situated along both sides of 34th Street between West Avenue and the river.

During World War I rows of barracks, a kitchen and a mess hall for the use of shipyard workers were constructed in a vacant block on Washington Avenue, between 39th and 40th Streets. Directly to the north was an Army camp, complete with barracks, offices and eating facilities. Some changes also were in evidence in the neighborhoods to the north of 41st Street. There, apartment buildings had been erected by the Newport News Shipbuilding and Dry Dock Company, between 45th and 49th Streets, and on the west side of Huntington Avenue was a workers encampment known as Camp Colony No. 1. Between 1913 and 1917 a number of new dwellings were built in the North End, the majority of which were more modest than the older homes in their immediate vicinity. A row of duplexes was situated along the north side of 51st Street, near its corner with Virginia Avenue. By 1919, dwellings of various sizes stood on relatively spacious lots above 54th Street. Within the next seven years, the area's overall housing density increased. To the north of 55th Street, those living along Huntington Avenue had an unobstructed view of the James River. Throughout that area were large dwellings situated on oversized lots, evidence of their owners' prosperity.

In 1919, the area to the east of the C & O's main line and to the north of 37th Street contained only a few small dwellings. At that time, the East End's housing density was greatest in the blocks between Roanoke and Chestnut Avenues. In 1926, when the area between Wickham and Roanoke Avenues was mapped for the first time, a few scattered dwellings stood along the south side of 38th

Street. Between Warwick and Jefferson Avenues, residential development extended northward to 45th Street; large homes were scattered throughout this area. The same pattern of development was evident in the blocks between Jefferson and Madison Avenues. The Sanborn Insurance Company's maps indicate that in 1926, Wickham Avenue and the numbered streets that extended between it and Orcutt Avenue were not opened above 37th Street. Dwellings were thinly scattered throughout this area.

In 1926 dwellings still lined the numbered streets that fed into Washington Avenue. The Gloucester Boarding House at the corner of 29th Street and West Avenue had been converted to the Westover Apartments. On the north side of the 100 block of 35th Street, where Army officers quarters had stood during World War I, were the Perkins Court Apartments. The residential character of the neighborhoods above 35th Street was unchanged.

On the east side of the C & O's main line, the blocks between 15th and 18th Streets, between Warwick and Jefferson Avenues, contained closely-spaced flats that were interspersed with vacant lots. Flats and single family dwellings also were aligned along both sides of 19th Street. New homes also had been built in the blocks bound by Jefferson and Madison Avenues and 19th through 30th Streets. The neighborhoods from Ivy and Taylor Avenues to 37th Street, between Jefferson and Madison Avenues, were predominantly black.

By 1926 many new homes (primarily single family dwellings) had been built in the blocks to the north of 26th Street but south of 32nd Street. Many of these structures were large and sat upon amply proportioned double-width lots. Relatively little change was in evidence in the blocks between Wickham and Roanoke Avenues. Above 32nd Street, modest-sized dwellings that were interspersed with flats extended as far north as 37th Street. Within the blocks bound by Roanoke, Chestnut and Hampton Avenues and 37th Street, housing density continued to be moderate, where residences were lightly interspersed with occasional retail shops. In the neighborhoods above 19th Street, between Chestnut and Oak Avenues, there was relatively little change. To the east of Oak (Norwood) Avenue, above 32nd Street, were two blocks that contained thinly scattered residences. The land on the east side of Oak Avenue, but to the west of Salter's Creek, was laid out into streets and blocks that had a light amount of residential development. By 1926, the city limits of Newport News extended eastward to the middle of Salter's Creek, taking in land that previously lay within the bounds of Elizabeth City County.

During World War II Newport News, replicating its experience during World War I, endured another population explosion. Between 1940 and 1943 the city's civilian population expanded by 77.2 percent, giving rise to a major housing shortage. Because a relatively small amount of open space was available within the city limits of Newport News, many of the new dwelling units that were constructed were built in Warwick and Elizabeth City

Counties. By 1942 the problem of sheltering war workers had been addressed. It was at that point that Newport News became the headquarters for the Hampton Roads Port of Embarkation. The influx of army personnel again created a severe housing shortage. Local hotels converted their available space into bedrooms and limited their guests' stays to five days and ca. 21 private residences were converted into apartment units. In 1941, 976 housing units called Stuart Gardens were constructed by the Defense Homes Corporation at the old Camp Stuart site in an attempt to meet the demand for more housing. Other housing projects that were built at this time included St. James Terrace, Seven Oaks, Marshall Courts, Orcutt Homes, Harbor Homes, and Lassiter Courts. In Warwick County, Ferguson Park, Beacondale, Betsy Lee Gardens, Sussex Hilton, East Hilton, North Hilton, Hilton Park, Maury Place, White Oaks and Huntington Courts were constructed, whereas Copeland Park and Newsome Park were built in Warwick and Elizabeth City Counties (Brown 1979:20; Jester et al 1948:70).

Barracks, mess halls, and other temporary structures also were erected in Newport News during wartime. Camp Patrick Henry, a staging area, was established on a 1,700 acre tract that was 14 miles from downtown Newport News. Barracks and other facilities were established to accommodate 35,000 men, including 4,000 German and 1,400 Italian prisoners of war, who were housed at Camp Patrick Henry, in barracks that were close to the C & O terminals and the overpass near the James River bridge (Jester et al 1948:20-21).

During the late 1950s and the 1960s an estimated 30 acres of slums in the southerly part of the city were razed and attempts were made to attract business interests to old downtown. During this period, older housing along the numbered streets between West and Washington Avenues was torn down and plans were made to replace it with modern offices and stores. In the 1970s the City of Newport News also attempted to improve the East End, especially Jefferson Avenue's business district, which had declined. The Southeast Revitalization Plan was implemented, which affected the area from the C & O line to Hampton, north of the Small Boat Harbor. Walker Village, a low-rent housing project of 200 units, was constructed on Jefferson Avenue as part of this revitalization effort. A new shopping center was created on Jefferson Avenue between 23rd and 25th Streets. East End merchants improved their property and Jama Square, a community park, was built at 25th and Jefferson (Greiff 1959; Rouse 1986:101).

Most residences in the study area for the architectural survey portion of the project have suffered from the effects of the exodus from downtown and failed redevelopment projects. There are three residential sections of the study area that appear to be thriving. The northern boundary of the study area forms the southern tip of the residences of the North End Historic District, listed on the National Register of Historic Places. Most of the residences appear to be well cared for. An active

homeowner's association aids in the success of this area.

A second residential area between 46th and 50th Street also appears fairly intact with some compatible contemporary infill housing. This area is adjacent to, but was not included in the North End Historic District because a buffer of contemporary townhouses separates the dwellings from the historic district.

The third residential area is located between 25th Street and 33rd Street with an eastern boundary of West Avenue. Although this area has suffered from the demolition of residential dwellings, it still contains a number of significant apartment buildings, public buildings, and houses to merit National Register status as a proposed Casino Park Historic District. The proposed district consists of a combination of apartment buildings and houses, a library, an office building, a post office, and a hotel as contributing buildings. The buildings were constructed between the turn of the 20th Century and World War II.

The remainder of the residences in the architectural study area include a few intact streets filled with dwellings (such as the 300 block of 36th Street, the 300 block of 48th Street, and the 300 block of 49th Street) and many lonely dwellings located individually in a sea of parking lots (Figure 7). The two oldest dwellings in the study area are located at 131 28th Street (ca. 1889) and at 315 37th Street (ca. 1890). Of the grand dwellings constructed before the turn of the 20th Century that flanked West Avenue, only three remain: 2804 West Avenue (ca. 1894), 2904 West Avenue (ca. 1898) and 2914 West Avenue (ca. 1898). The house at 2904 is the most intact of the three and has been included in the list of Newport News' most significant architectural resources. Five brick houses remain in the 3000 and 3100 block of West Avenue from its second generation of prestigious development.

None of the once-prevalent blocks of frame rowhouses remain. The only brick rowhouses remain at 66-78 33rd Street and at 319-325 33rd Street. Nearly all of the remaining apartments in downtown Newport News lie within the proposed Casino Park Historic District. Apartment buildings outside of the district include the Riverside Apartments at 4500-4600 Washington Avenue and the Kossuth Apartments at 208 35th Street (Perkins Court, consisting of six apartment buildings is included in the inventory but was being demolished by its owner, the Newport News Shipbuilding and Drydock Company, during the writing of this report). Riverside Apartments at 4500-4600 Washington Avenue may be considered in the group of Newport News' most significant architectural resources; the two buildings are listed on the National Register of Historic Places. Apartments constructed over commercial storefronts will be discussed in the theme entitled "Commerce."

Downtown Newport News
View looking northeast from rooftop of the Medical Arts Building,
29th Street and West Avenue

Figure 7

HISTORICAL THEME: INDUSTRY/MANUFACTURING/CRAFTS[45]

During the colonial period artisans and crafts-people set up shops in villages and at crossroads, in county seats and other sites where they would be in view of the public. Tanneries, breweries, blacksmiths, shoemakers, tailors and others possessing trades that would provide them with a marketable means of support became established throughout the countryside. Grist and saw mills, propelled by wind or water, were prevalent throughout Tidewater Virginia during the seventeenth, eighteenth and nineteenth centuries. Often, the same mill sites were in use for several generations. In Warwick County mills were located on the Warwick River (Young's Mill), Waters Creek (Causey's Mill), Poquoson River (Harwood's Mill), and Salters Creek (a tide mill that was in operation during the seventeenth century. These mill seats were depicted by cartographers who mapped the area during the eighteenth and nineteenth century.

It was industrial development that brought Newport News to life, converting rural countryside into a thriving port city. Collis P. Huntington's ambitious plan of building a center of national and international commerce near Newport News Point, where rail transportation was linked directly to seagoing freight, quickened the region's economy and forever changed the future of the land abutting Newport News Point. The construction of the Chesapeake and Ohio Railroad, which tracks extended just east of Newport News Point, and the C & O's piers, which were built by 1885, led to the development of the shipping industry. Soon afterward, the Chesapeake Shipbuilding Company (later renamed the Newport News Shipbuilding and Dry Dock Company) constructed its shipyard and support facilities upstream, where it commenced manufacturing seagoing vessels. Other types of industrial development (such as grain elevators, coal and lumber shipment facilities, and cattle export) grew up in the shadow of the rail lines and the port facilities near Newport News Point.

By 1885, a series of piers to the northeast of Newport News Point protruded into the James River at the end of the C & O's main line. Adjacent to Pier Numbers 1 and 2 were ice houses and the C & O's grain elevator, which had a 1,600,000 bushel capacity. Close to Pier Number 3 was a pumping station. To the north was the C & O's coal tressel, coal storage facilities and other structures related to the coal export business. Nearby were cattle sheds and tenements that housed workers connected with the

---

[45]Industrial activities relate to the extraction, production and processing of materials (such as quarrying, mining, manufacturing, lumbering, technology, electronics, pottery, textiles, food processing, distilling, fuel, building materials, tools, transportation, seafood and other industries. Resource types include quarries, mills (carding, grist, textile and woodworking, factories, distillaries, shipyards, mines, forges, furnaces, kilns, laboratories, power plants, dams, tanneries, village shops and other small crafts and industrial sites.

railroad and shipping industries. By 1889, a steamer pier and depot had been erected to the north of Pier Number 1 and the facilities of the Newport News Mills, a feed-processing mill, had been built on 28th Street, close to Pier Number 2 and the C & O's grain elevator. Later, several new piers were built to the north of the older ones, some of which were re-numbered. A new lumber pier was designated Pier No. 4; Ferguson's Lumber Yard and pier were located at the end of 17th or B Street.

By 1899 some of the piers along the Newport News waterfront had been modified considerably. The facilities at Pier Numbers 4, 5 and 6 were expanded and Pier Number 7 (the steamer pier) was converted to use by the Chesapeake Bay Oyster and Fish Company. To the south, the W. T. Ferguson's Lumber Yard, at the end of B (17th) Street, was taken over by the Newport News Lumber Yard, which enlarged its predecessor's facilities. Between 1907 and 1913 the C & O Railway's coal piers underwent modification. Pier No. 11 and some of the buildings near its entrance were razed and a road was built that ran parallel to the river. A new steel coal tressel (Pier No. 9) also was erected. Inland, near the point where the C & O's main line curves sharply to the east, were the facilities of the New River and Pocahontas Consolidated Coal Company's car repair shops, built ca. 1907.

American involvement in World War I brought many changes to the C & O's property on the Newport News waterfront. A government-owned warehouse was constructed close to Pier No. 5's entrance, near which was a large group of wooden watertanks. An Army camp, complete with barracks, offices, a warehouse, and a mess hall were located between Pier Nos. 1 and 3 and 10 and 11. To the south and inland from Pier Nos. 5, 6, and 7 were large mule sheds and hay storage warehouses, facilities that belonged to the Army. Some new development had occurred at the foot of 18th Street, on the waterfront, where restaurants, lunchrooms and other small scale businesses were in operation. A massive grain elevator complex was served by Pier No. 9. By 1926, the military installations that had occupied the C & O's property along the waterfront during World War I had, for the most part, been removed. A few barracks remained near the entrance to Pier No. 10. The overall appearance of 18th Street, the New River and Pocahontas Coal Company's facilities and the C & O's railroad shops was unchanged.

Another major enterprise that was undertaken by Collis P. Huntington and his agents was the construction of a dry dock and shipyard in the town of Newport News. In 1886, when the Chesapeake Dry Dock and Construction Company was incorporated, there existed (thanks to the developing port of Newport News) a ready-made market for the construction and repair of ships. Also on hand was a good supply of able-bodied, though untrained, workers. The land that was selected as the site of the shipyard (above 37th Street and along Washington Avenue) had been purchased by Huntington's agents in 1866. The company's dry dock was completed in April 1889 and immediately opened for business.

Within only a few months, the decision was made not only to build ships but also to repair them.

In 1889, when the Newport News Dry Dock and Construction Company's facilities were mapped by representatives of the Sanborn Insurance Company, the company had two piers; a dry dock; machine, carpenter and blacksmith shops; storage buildings; and offices. By 1891 the company's facilities had expanded considerably and extended from Washington Avenue to the James River, above 37th Street. Among the newly erected structures were boiler, pattern, machine, pipe-fitting, and paint shops. Rowhouses (the residences of shipyard workers and their families) were situated close to the shipyard property. In 1890 the shipyard was renamed the Newport News Shipbuilding and Dry Dock Company. Between 1897 and 1899 the company's facilities underwent considerable expansion. One of the new features that were built was a dry kiln. The H. N. Cashey Foundry, at the corner of Lafayette and 40th Street, was taken over by the Newport News Iron and Brass Works, and then by the shipyard, which enlarged its facilities. Many black workers found employment in the shipyard.

Thanks to the outbreak of World War I, the Newport News Shipbuilding and Dry Dock Company assumed a major role in the war effort, for shipbuilding was of primary importance in military defense. The company's foundry was enlarged to encompass the entire block bound by 40th and 41st Streets and Huntington and Virginia Avenues and more dry docks, piers and shipways were built. Storage buildings and a pattern shop were erected adjacent to Virginia Avenue and barracks for shipyard workers were built on two vacant blocks along Washington Avenue between 35th and 37th Streets. Apartment buildings were constructed between 45th and 49th Streets for the purpose of housing shipyard workers and their families. The shipyard built a new foundry between Virginia Avenue and the C & O's tracks. By the mid-1920s, the Newport News Shipbuilding and Dry Dock Company's facilities had expanded northward to 53rd Street.

During World War II the Newport News Shipbuilding and Dry Dock Company was called upon to design and construct fighting ships, including aircraft carriers and battleships. Again, the shipyard's facilities and work-force entered a period of major expansion. During the early 1940s the Horace E. Dodge Boat and Plane Corporation, which was located on the old Camp Stuart site overlooking Hampton Roads, began constructing landing craft, motor launch patrol boats, mine yawls, and crash or rescue boats.

The growth and maturation of Newport News into a modern metropolis created a need for public facilities (such as power plants, ice manufacturers, sewage treatment plants, and other service-related industries) and manufacturers of various goods and commodities. At certain times during the city's history (for example, during World Wars I and II, when the city experienced a population explosion) citizens' needs outstripped the availability of public services, housing, and retail merchandize. Makers of

clothing and textiles, medicines, dairy products, beer, and furniture built plants in Newport News, where they could not only fulfill local marketing demands but also export their products to other parts of Virginia and beyond. A major housing shortage led to the construction of woodworking and planing mills and other facilities related to the home-building industry.

During the late 1880s, industrial development occurred along Virginia Avenue, to the north of 23rd Street, where the C & O's tracks curved west toward the James River's shore. At the corner of 24th Street and Virginia Avenue was the Warwick Iron Works, which facilities were converted to use by the Benson and Phillips Company in ca. 1899. By 1891 the Peninsula Electric Light and Power Company had built a power station between 23rd and 27th Streets. Lumber yards, a harness shop, a general repair shop, wood works, a feed mill and a lime and feed mill were located between 27th and 30th Streets, along the C & O's tracks. The D. J. Jones and Company's lumber yard was situated between 26th and 27th Streets and to the north, between 28th and 30th Streets, was the Newport News Milling Company's planing mill. The Newman and Son Planing Mill also was close at hand.

By 1897 the Crystal Ice and Refrigerating Company's plant had been built on Virginia Avenue between 24th and 25th Streets; two years later, their facilities were occupied by the Peninsula Electric Light and Power Company. To the north of the ice plant was the Pabst Brewing Company's beer-bottling plant. Between 1897 and 1899 the Booker Porch Company took over the block formerly used by the Newport News Milling Company. The R. E. Richardson's Lumber Yard, which was located between 30th and 33rd Streets, by 1926 had been replaced by the Benson and Philips Company. The Newport News Distilled Ice Company's plant abutted the tracks of the C & O; a successful business enterprize, it expanded its facilities during the early 1920s. In 1897, the Newport News Knitting Mill's factory stood on the east side of Virginia Avenue, between 33rd and 34th Streets.

The construction of bridges across the C & O tracks fostered industrial development throughout the East End. On the east side of the C & O's main line, the Newport News Guano Works, a fertilizer manufacturer, built a plant abutting 25th Street and the railroad tracks. Shortly thereafter, the Robert Porter Brewing Company constructed its facilities close to the C & O line, not far from a wood and coal yard on 22nd Street. Two moving companies also became established in this area. Abutting Warwick Avenue, between 36th and 37th Streets, was the Warwick Brewing Company's factory, with its ice plant, coopering shop, beer cellars, brew house and boiler rooms. On 33rd Street was the Newport News Shirt Manufacturing Company's plant. The Rysdale Remedy Company, a manufacturer of patent medicines, had its facilities near the northeast corner of Jefferson Avenue and 33rd Street. Between 1903 and 1907 the Kanawha Grain Company took over the facilities formerly occupied by the Consumers Light, Heat, and Ice Company's electrical generating plant at the intersection of

34th Street and the C & O's main line. A garbage incinerator was built on the northwest corner of Warwick Avenue and 20th Street.

Between 1907 and 1913 the Hoster Brewing Company constructed new facilities on the south side of 24th Street, near Virginia Avenue and the National Brewing Company, which facilities extended across Virginia Avenue, took over part of the area formerly occupied by the Citizens Railway, Light and Power Company's ice plant. The American Tobacco Company's cigar factory, which in 1907 stood on the northeast corner of Virginia Avenue and 34th Street, by 1913 had burned down. Abutting Washington Avenue at 42nd and 43rd Streets was the Newport News and Hampton Railway, Gas, and Electric Company's yard.

By 1919 changes also were in evidence on the east side of the C & O's tracks. The R. W. Newman and Company's planing mill (on 31st Street, near the C & O's lines), which had been destroyed by fire, was replaced by the M. R. Piland Milling Company's workshops. A veneer factory located immediately to the north of the planing mill, across 32nd Street, by 1919 had been razed. The Kanawha Grain Company's old complex was taken over by the Newport News Gas Company and Citizens Railway, Light and Power Company.

World War I and the military build-up that accompanied it brought about many changes in Newport News' East End. The Army Quartermaster Corps constructed a series of warehouses abutting the C & O's main line and its eastern spur which paralleled the north side of 37th Street. Near these warehouses were the Texas Company's fuel storage facilities. P. W. Hiden had a large hay-processing plant on Jefferson Avenue, above 35th Street. At the foot of Jefferson Avenue was the Small Boat Harbor, adjacent to which were several industrial complexes, including the Southern Shipyard Corporation's facilities, the Virginia Food Products Corporation's meat-packing and cold storage plant, two coal and wood yards, the Newport News Tallow Company's factory, the Texas Company's oil tanks and warehouse, and the boat harbor's marine railway and marine repair complex.

By 1926 a railroad siding had been built to serve the Acme Supply Company's yard, to the west of Warwick Avenue. Meanwhile, the Texas Company's property near the C & O by 1926 had been taken over by the National Oil Company and the Newport News Foundry Company moved into the P. W. Hiden Company's hay storage warehouse. The Newport News Printing Company had built a plant on 25th Street, close to which was a large steam laundry. The blocks north of 32nd Street were almost completely vacant, with the exception of the J. G. Curtis Dairy's facilities, on Marshall Avenue, and those of the Levenson Packing Company, which faced east upon Wickham Avenue. The protrusion of these complexes into the streets they bordered and their orientation contrary to the existing street pattern suggest that they may have predated the extension of the thoroughfares upon which they were located.

Between 1919 and 1926 the Madison Mattress Company built a

plant to the south of Hampton Avenue. The old sewage pumping station on 26th Street had been demolished and a soft drink bottling plant had been built on the northeast corner of Wickham Avenue and 27th Street. Between 19th Street and Old Point Blvd. was the Advance Shirt Company's factory and storage warehouses. Below Old Point Blvd. was the city's power plant, and the Rancocas Mills, Inc.'s doormat factory. To the east of Chestnut Avenue, abutting the railroad tracks, was the Newport News Distilled Ice Company. Nearby, between Roanoke and Chestnut Avenues and the C & O's spur line, were the facilities of the Gulf Refining Company, the Standard Oil Company and the American Oil Company.

The development of Newport News, as first a town and then a city, led to the development of small neighborhoods, which attracted craft-and-trade people (such as cobblers, butchers, bakers, barbers, tailors, undertakers, laundry-workers, and druggists), who set up shops that enabled them to serve a local clientele. All of Newport News' neighborhoods, regardless of economic level, had shops where certain types of skilled workers were employed; however, there were fewer such individuals in the less affluent parts of town. This presumably was related to the relative availability of disposable income.

Not long after Newport News began to develop into a community, craft-and-trade workers and others employed in service-related occupations set up shop near the waterfront. By 1885, such facilities were available not only to those who worked on the piers and in the railroad yards, but also to residents of nearby neighborhoods. Two cobblers, a butcher and a baker opened shops on A and B Streets. As the population grew, barbers and other skilled workers and artisans moved into the area. During the late 1880s that portion of A and B Streets near the waterfront comprised a small-scale industrial/commercial district.

By 1889 several craft-and-trade facilities had been built in the blocks between 23rd and 25th Streets. Shops operated by a carpenter, a cabinet-maker, a printer, a barber, a druggist, and a baker were open for business and an undertaker also had an establishment in that vicinity. The sparsely populated residential neighborhoods on the east side of the C & O's main line contained a very limited amount of comparable facilities. A cobbler's shop was located in the vicinity of 22nd and 23rd Streets and Hampton Avenue. During the 1890s, the East End continued to be lightly settled even though it had been laid out into streets and lots. On Ivy Avenue, to the south of 20th Street, was a barber shop. Few craft-and-trade workers moved into the East End prior to the late 1890s.

During the 1890s skilled workers opened establishments on the west side of the C & O, in the blocks along 28th, 29th and 30th Streets. On 28th Street were a tin shop, a laundry, and carriage shop that were not far from the establishments of a butcher, a cobbler, and a stone-cutter. A wheelwright's shop, a paint shop, a steam laundry and a carpentry shop, all of which were oriented

toward Lafayette Street, were located between 29th and 30th Streets. On West Avenue, to the north of the Hotel Warwick, were a barber shop and laundry. In 1893, cobbler's, tailor's and woodworking shops were located in the blocks between 31st and 34th Streets. In the late 1890s, as residential development intensified on the east side of the C & O tracks, new neighborhood shops and service-related facilities were built. By 1903 laundries, cobbler shops, and other service-related facilities were scattered throughout these neighborhoods.

Residential growth in the North End attracted crafts-and-trades workers who opened facilities that catered to a local clientele. It is likely that the North End was perceived as offering a certain amount of economic promise, thanks to the fact that its population was relatively affluent. Between 1899 and 1903, barber shops and laundries were erected at irregular intervals along Lafayette Avenue. As the neighborhoods to the north of 37th Street became more populous, bakers, tailors and other artisans moved into the area and set up shops.

At the turn of the twentieth century two meat-packing companies (Swift and Armour) built cold storage facilities on 23rd Street, between Washington and Lafayette Avenues, and the Nelson Morris and Company opened a nearby processing plant. Two wholesale grocery establishments and a large feed store also were located close at hand. Between 1903 and 1907, a series of wholesale grocery warehouses, the Hoster Beer Depot, and two produce establishments built facilities on 23rd Street. Wholesale liquor and tobacco establishments, a produce store and a cigar factory also were situated on Washington Avenue, between 23rd and 25th Streets. During World War I, the Akers Steam Laundry was been built at the corner of 33rd Street and Huntington.

The longevity of industrial activity in Newport News has increased the potential of the survival of industrial-related buildings. In addition, industrial buildings, with their large expanses of open interior space, are well-suited for adaptive reuse. Industrial structures are concentrated around Shipyard property, the piers, along Warwick Boulevard, and between Warwick Boulevard and the railroad tracks.

The Piers at Newport News' Deep Water Terminal have constantly undergone changes to adjust to new uses, adapt to advanced technology, or accommodate large vessels. Piers today outside of the property of the Newport News Shipbuilding and Drydock Company include Pier A or Horne Brothers Pier (destroyed by fire in 1936; rebuilt for tugboat mooring), Pier B and Pier C (owned by the Virginia Port Authority and used for general cargo importation and exportation; these replaced Piers 1 through 6), Pier 8 (a tobacco pier owned by the Virginia Port Authority; the point of Embarkation during WWII), Pier 9 or 1X (used for bulk coal by Pier 9 Associates; rebuilt 1955 and ca. 1982), the DTA Pier (used by Dominion Terminal Associates) for bulk coal), Pier 14 (a coal pier constructed ca. 1947), Pier 15 (a coal pier built

ca. 1931), and the Esso or Koch Pier (used for liquid bulk) (Crosby: 296-305).

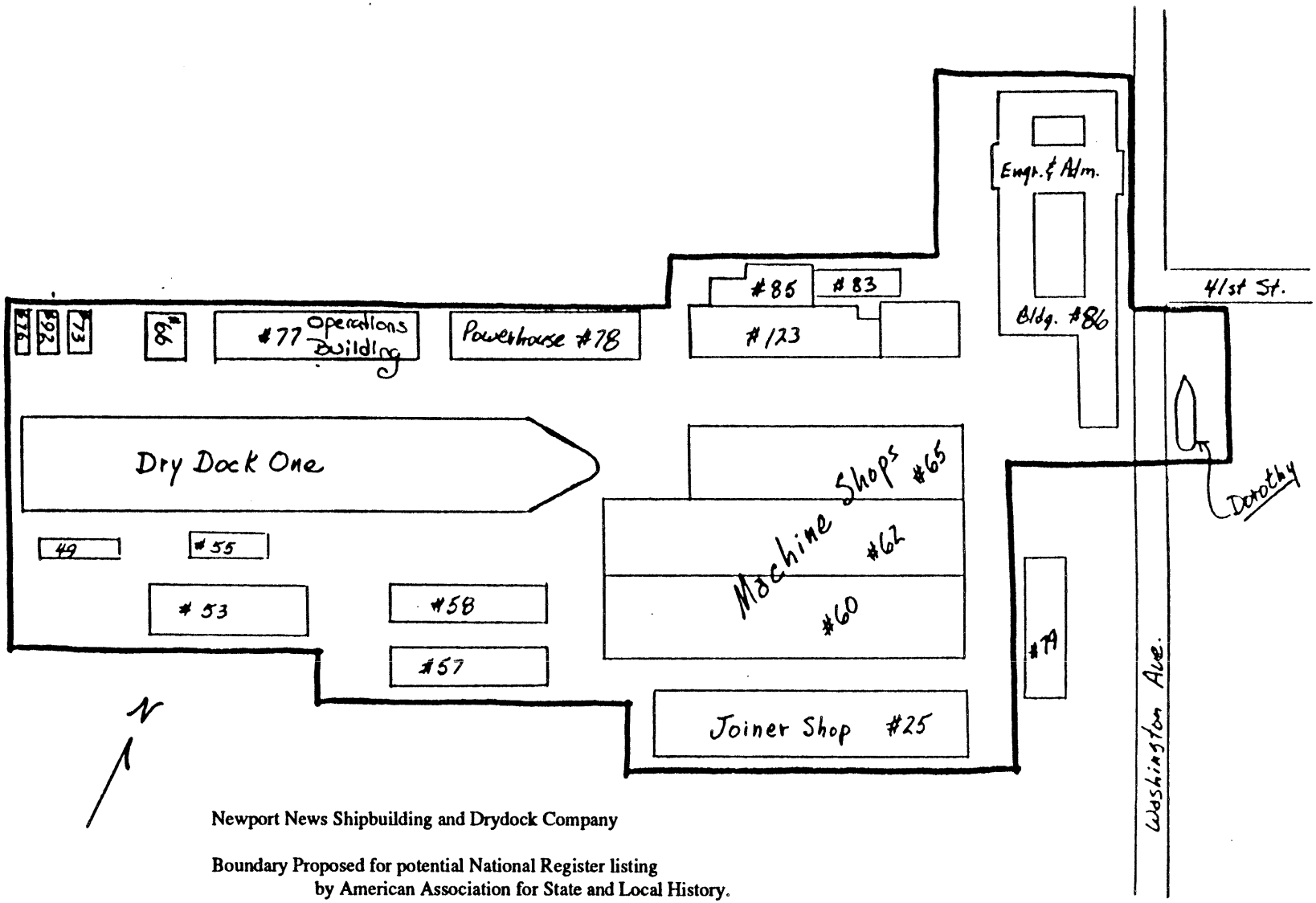
In addition to the absence of Piers 1 through 5, gone are the Merchandise Pier that was at the foot of 26th Street, the Pleasure Pier for the Hotel Warwick at the foot of 24th Street (that had a covered shelter at its end), the Train Station Pier (demolished in 1990 by the City), Pier 7 (the original steamer pier), Pier 10 (a coal pier), Piers 11 through 13, and, of course, the grain elevators (one destroyed by fire in 1915, the other in 1934) (Crosby: 63).

Pier 15, owned by CSX, is the last remaining pier more than 50 years old that has not been radically rebuilt or demolished. The pier is significant as a coal-loading facility that actually turned railroad cars upside down on the structure and dumped the contents into a ship's hold. Two open warehouses (across from the historic location of Pier 6), owned by the Virginia Port Authority, are the only other industrial related historic structures on the old C&O Railway property. (Other railroad buildings will be discussed under the theme Transportation.)

Newport News Shipbuilding and Drydock Company retains a large number of historic structures. Access was not permitted to any of the Shipyard's property; therefore, trying to determine which structures remain from the founding days of the Shipyard was extremely difficult. It was also impossible to tell which structures may have been remodeled drastically, thus altering their significance. A draft National Register nomination for a small core of Shipyard property incorporated some of the historic structures for recognition, including the Engineering and Administration Building, Dry Dock One, Joiner and Machine Shops, Operations Building, Powerhouse, the Tugboat Dorothy, and Structures 49, 53, 55, 57, and 58 (Figure 8). A small sampling of Shipyard structures has been included in this report. The Foundry and Pattern Shop, located between 39th Street and 41st Street are also significant historic structures not included in the previously recommended National Register boundaries.

Two other industrial structures located in the study area are recommended for inclusion among Newport News' most significant architectural resources. The first is the S.W. Holt & Co. building at 128 23rd Street. The structure, located in the last row of early Newport News warehouses, is in near-original condition and is representative of the industry in Newport News near the turn of the 20th century. The second is the Coca-Cola complex located at 3200 and 3300 Huntington Avenue. The structures associated in these two blocks symbolize the evolution of a successful Newport News manufacturing enterprise over a period of more than 50 years.

One of the oldest structures in Newport News is an industrial building at 413-417 30th Street, constructed as a hay,



Newport News Shipbuilding and Drydock Company

Boundary Proposed for potential National Register listing
by American Association for State and Local History.
April 1978

Structures included in the proposal:

Engineering and Administration Building (86)
Dry Dock #1
Joiner and Machine Shops (25, 60, 62, 65)
Operations Building (77)
Powerhouse (78)
Tugboat "Dorothy"
Structures 49, 53, 55, 57, 58

Prepared by:
G.R. Adams
AASLH
3-78
Not to scale

Figure 8

grain, and flour ware business. The building has an 1892 plaque. Another of the oldest structures in Newport News is that at 226 23rd Street, constructed around 1898 as a wholesale grocery and feed business.

The area along Warwick Boulevard and next to the railroad tracks retains a small group of industrial buildings. The largest complex is the Noland Company, a plumbing supplier located between 2600 and 2700 Warwick Boulevard. An industrial structure at 2501 Warwick Boulevard originally housed a wagon shop and auto repair business; it later became an automobile dealer and, more recently, an air filter manufacturer. The structure historically had a strategic location near the entrance to the old 25th Street Bridge. Another interesting complex is located in the 3000 to 3100 blocks of Warwick where the remains of the Benson Phillips complex exists along with a row of industrial structures constructed by Benson Phillips and rented to such establishments as a dairy business and a feed and grain store.

HISTORICAL THEME: MILITARY[46]

Daniel Gookin, who established a plantation in the vicinity of Newport News point in 1621, is the first European colonist known to have constructed fortifications within the study area. Gookin's men, having withstood the March 1622 Indian uprising, strengthened their plantation and refused to be evacuated to a position of greater safety. In 1625 the settlers at Newport News had three pieces of mounted ordinance.

In 1627, officials at Jamestown decided that in the event of a foreign invasion, all of the provisions in Elizabeth City, along with those persons who were unfit for military service, were to be withdrawn to Newport News, from which point they would be removed to Mathews Manor (Denbigh), the plantation of Samuel Mathews. In June 1667 Virginia's tobacco fleet came under attack while anchored near Newport News point. During the mid-1670s, when Bacon's Rebellion swept through the colony, a party of armed men (supporters of Nathaniel Bacon) fired at one of the King's naval vessels which was anchored off Newport News point. Later, an attack was made against a group of rebels who were occupying a house in that vicinity. A century later, during the American Revolution a group of British soldiers landed near Newport News Point and marched up to the vicinity of Waters Creek. There, they came under attack by a party of Virginia militia, who routed them successfully.

When war broke out between North and South, during the 1860s, armed conflict again swept through the area. Union General

---

[46]This theme includes military activity, battles, strategic locations and events important to military history. Resource types include armories, fortifications, battlefields, camps, travel routes, military bases, military prisons, and strategic military points such as crossings and lookouts.

Benjamin F. Butler and his men arrived at Newport News Point in May 1861 and within a month had fortified the area with Columbiads. Earthworks were thrown up and a military complex named Camp Butler was built, which facilities included a commissary, wharves, warehouses and support structures. When described in terms of the modern landscape, Camp Butler extended from the foot of Pier No. 2 to Pier No. 8 or 9, at 18th Street. Fort Ericcson, a Union Army post that was located in the vicinity of the Newport News Shipbuilding and Dry Dock Company's facilities, reportedly was built on the farm of Robert Lee, whose dwelling it enclosed. Fort Ericcson was located near the intersection of 42nd Street and Washington Avenue. Meanwhile, the Confederates built a water battery on Mulberry Island. Later in the summer Confederate forces under the direction of General John B. Magruder constructed three lines of defensive works across the peninsula, in an effort to retard the Union Army's advance overland toward Richmond.

The waters off shore from Newport News were the scene of naval combat during March 1862, for the Confederate ironclad, Virginia (Merrimack), rammed and sank the U. S. frigate Cumberland and attacked and destroyed the Congress. The celebrated duel between the Virginia and the Monitor also took place in Hampton Roads. The Florida, a Confederate vessel that had been captured by the Union Navy, sank off shore from Newport News in November 1864.

After the surrender at Appomattox, Camp Butler became a detention facility for Confederate prisoners. By early July 1865 most of its inmates had been sent home and on August 2, 1865 Camp Butler was deactivated. No other military facilities are known to have been constructed at Newport News between the Civil War and 1907, at which time an Army supply depot was built in the vicinity of 23rd Street.

During World War I, Newport News played a vital role in the war effort. The British government established a remount station in the city, from which horses and mules were shipped to Europe. In 1914 the Curtis Flying School, where military aviators were trained, was constructed in the vicinity of the Small Boat Harbor. Military facilities were located throughout the city and the shipyard's productivity was greatly accelerated. An army camp, complete with barracks, offices, a warehouse and a mess hall, was built on the west side of the C & O's main lines, between Pier Nos. 1 and 3. Mule yards and sheds and hay storage warehouses were located close to Pier Nos. 5, 6, 7, 10 and 11. Army barracks were located between Pier Nos. 10 and 11.

At the foot of 23rd and 24th Streets was the headquarters building of the Army's port of embarkation, near which was the army's fire department headquarters and the Army-Navy Library. Army barracks were located between West Avenue and the river, at 30th Street, close to a large mess hall. Officers quarters, which consisted of stuccoed apartment buildings, were situated on both

sides of 34th Street between West Avenue and the river. Fronting on the James River was the Army/Navy Officers Club. Several apartment buildings were built close-by to house the families of military personnel and defense workers. Army officers quarters and barracks that were occupied shipyard employees were located on two formerly vacant blocks on the west side of Washington Avenue, between 35th and 37th Streets.

Thanks to the wartime military build-up the facilities of the Newport News Shipbuilding and Dry Dock Company were enlarged considerably. A series of new dry docks, piers and shipways protruded into the James River and the shipyard's foundry had expanded to encompass the entire block between 40th and 41st Streets and Huntington and Virginia Avenues. Adjacent to Virginia Avenue were storage buildings, storehouses, offices and a pattern shop and abutting Washington Avenue were rows of barracks, a kitchen and a mess hall that had been built to accommodate shipyard workers. Directly to the north, on another formerly vacant block, was a U. S. Army camp, complete with barracks, offices and eating facilities. Above 41st Street was Camp Colony No. 1.

On the east side of the C & O, the Army's Quartermaster Corps had constructed a series of warehouses abutting the railroad's main line and the spur that paralleled the north side of 37th Street. A storage warehouse and platform were situated at the point where the C & O turned east. The Quartermaster Corps barracks occupied several lots along the south side of 36th Street. At the corner of Hampton and Wickham Avenues was the War Camp Community Service Rest Room.

During World War I the federal government also acquired land on Mulberry Island and established Camp Eustis, a practice field for light artillery. Literally thousands of soldiers were stationed in the city at Camps Hill, Stuart and Alexander. Along the C & O tracks to the north of 40th Street (in the Morrison area of Warwick County) the government built a long row of warehouses to accommodate military supplies that were being shipped overseas.

Because of the vast influx of workers who came to Newport News for employment at the shipyard, the Newport News Shipbuilding and Dry Dock Company acquired the Pembroke Jones farm (Hilton tract) and built 500 houses, a development known as Hilton Village. The Riverside Apartments, four large buildings that contained 332 units, were erected facing Washington Avenue between 45th and 49th Streets. World War I also saw the erection of hundreds of tenements for blacks, who came to work in wartime industries.

By 1926, the military installations that only five years earlier had been situated along the Newport News waterfront had been removed, with the exception of a few barracks that remained near the entrance to Pier No. 10. Similarly, the Army's

installations between 39th and 41st Streets (on the west side of Huntington Avenue) had been dismantled, as had the barracks that had been built to house shipyard workers. Even though the war was over, the shipyard's facilities continued to expand and become increasingly elaborate, this time in support of the peace time defense industry. An armory was built on lots that fronted upon 24th Street, between West and Huntington Avenues. The Army Quartermaster Corps warehouses, between 36th and 37th Streets, and its warehouse and railroad platform were converted to private use and the army's old barracks were torn down. The site of Camp Stuart, between Madison and Marshall Avenues, below 16th Street, was cleared to make way for construction of the Huntington High School and its athletic field.

During World War II Newport News again played a major role in the war effort. Due to a major expansion of the city's civilian population, a housing shortage of major proportions again was created. Many new dwelling units were constructed to fulfill these needs, some of which were built in nearby Warwick and Elizabeth City Counties. In 1942 Newport News became the headquarters of the Hampton Roads Port of Embarkation. Thanks to an influx of military personnel, another housing shortage was created, necessitating make-shift measures. Some local citizens rented their spare rooms to military personnel and the Newport News Armory was outfitted to house 600 enlisted men who took their meals in the cafeteria of the Newport News High School. Local hotels converted all of their extra space into bedrooms. Twenty-one city houses were remodeled into apartment units. Administration buildings, barracks, mess halls, recreation buildings and other temporary structures were erected in Newport News during this period. Growth in the city's population also required more municipal services. This resulted in the expansion of the Whittaker Memorial Hospital, Fire Houses 1, 2, and 6, and the construction of a public safety building, a recreation building, a health center, and an incinerator addition. Provisions also were made for increased supplies of water, electric power, telephone and postal service, and sanitation facilities. Better transportation, education, public health and recreation services also were required.

Camp Patrick Henry, a military staging area, was established on a 1,700 acre tract that was 14 miles from downtown Newport News. There, barracks, roads, and other public utilities were built to accommodate 35,000 men. The military facilities at Camp Eustis were enlarged and improved, creating the Transportation Corps headquarters, Fort Eustis. As a means of alleviating the critical shortage of workers in the war effort, approximately 4,000 German and 1,400 Italian prisoners of war were put to work. They were housed at Camp Patrick Henry, in barracks that were close to the C & O terminals and adjacent to the overpass near the James River bridge. After the war was over, the Hampton Roads Port of Embarkation was deactivated. The military facilities at Fort Eustis continue to be operational.

While some buildings remain in downtown Newport News that were temporarily converted to military use during either World War I or World War II, there are only two areas where military buildings still exist. The first is at 2901 Warwick Boulevard where the National Guard Armory is located. The Armory is considered one of Newport News' most significant architectural resources for its design with outstanding brickwork atypical of the cookie-cutter styles of armories constructed during the 1930s and 1940s.

Also associated with military activity are the St. James Terrace apartment buildings located on the north side of 29th Street and the south side of 30th Street. The apartments were constructed at the onset of World War II and used for officer's quarters. St. James Terrace is included as contributing to the historic district recommended in this report for National Register status.

HISTORICAL THEME: AGRICULTURE[47]

During the first quarter of the seventeenth century, Virginia colonists established homesteads within what became the modern city of Newport News, building houses near Newport News (Newportes News) point, Blunt Point and Mulberry Island, and along the banks of the Warwick River, Waters Creek, Skiffs Creek, and other navigable waterways. Daniel Gookin, who patented land in the area in 1621, brought to Virginia settlers to populate his land and cattle to facilitate their subsistence. By the early 1620s, tobacco had become Virginia's principal money crop. Although indentured servants initially comprised much of the work force that was used in growing tobacco (a labor-intensive crop) a shortage of workers and the importation of blacks culminated in the blacks' enslavement and Virginia planters' reliance upon slave labor.

The 1670 map of Augustine Herrmann reveals that planters were then dispersed along the shoreline of Tidewater Virginia's navigable waterways. Among the better-known plantations in seventeenth century Warwick County were Denbigh (the home of Samuel Mathews); Boldrup (home to the Stevens and Cole families); Windmill Point (Thomas Taylor's home); Richneck, The Forest, Peartree Hall, Persimmon Ponds and Ceeley's (all of which were occupied by the Carys); Queen Hith (the Harwoods' acreage); Bourbon (the Mathew Jones estate); and Blunt Point (William Roscow's home). Maps that were made in the mid-to-late eighteenth century reveal that major plantation seats were scattered throughout the study area. More affluent planters whose

---

[47]This theme relates to crop and livestock production and includes small family farmsteads or large plantations with representative or important collections of farm and outbuildings, barns, chicken houses, hog pens, granaries, livestock/dairy-related buildings, orchards and orchard-related buildings, miscellaneous storage and farm buildings, fences.

land abutted navigable waterways had direct access to commercial shipping. By that date, Virginians had turned to the production of grain crops and other forms of agriculture besides the production of tobacco. Ultimately, however, Tidewater farmers' failure to improve their soil resulted in the depletion of its nutrients and lessened productivity.

During the mid-nineteenth century, improved agricultural techniques and reduction in farm size led to a revitalization of the region's agricultural economy. At that time the exportation of vegetable crops became important and a mixed crop system of agriculture predominated. In May 1861, Union General Benjamin Butler, upon arriving at Newport News Point, commented on the lush crop of spring wheat that he saw at first glance. A topographic map prepared in 1865 reveals that the study area contained a mixture of cleared fields and forested acreage. During the war, when formerly enslaved blacks flocked to the lower peninsula, seeking refuge behind Union lines, the Bureau of Refugees allocated to them plots of abandoned or confiscated property upon which they could grow crops for their own subsistence. Portions of the Smith, Parish and Morrow farms at the mouth of Salters Creek, were put to this use, as was the Fitchett property which lay further north (Freedmen's Bureau 1866).

After the fall of the Confederacy, the peninsula's economy recovered slowly from the effects of war. The loss of slave labor and the reduction of farm families' work force through casualties of war, led to a sharp reduction in the number of acres tilled. It was at this time that farm families, throughout Tidewater, shifted to less labor intensive crops, chosing instead to raise poultry, dairy and orchard products or vegetables for marketing in urban areas. The coming of the railroad in the early 1880s provided new and expanded markets for local products.

In 1866-1881 when Collis P. Huntington's agents began buying up land that lay in the C & O's proposed right-of-way, the area that became Newport News consisted of a dozen or more large farms. Warwick County deed books demonstrate that at that time, the farms of William Lee (270 acres to the north of 62nd Street), Armistead Haughton (136 acres between 56th and 60th Streets), Robert H. Lee (between 36th and 44th Streets), the Wilbern family (between 27th and 32nd Streets), Thomas W. Lee (240 acres between 44th and 53rd Streets), Robert H. Lee (215 acres between 36th and 44th Streets), the Hawkins (323 acres between 31st and 36th Streets) and William Washington Burk (155 acres on the James, between 18th Street and the middle of the block between 26th and 27th Streets) and Briarfield (900 acres between 52nd and 56th Streets) were purchased by railroad company agents.

In time, rail transportation replaced seagoing vessels in conveying produce to northern markets. The paving of roads during the early twentieth century and the availability of modern ferriage made possible truck farming and poultry production for shipment to points within Virginia and to the north. This

enhanced still further the role of agriculture in those parts of Warwick County which remained rural. Eventually, however, the growth of industry and the city's expansion led to the loss of farmland and the demise of the area's agricultural traditions.

In 1885, when the Sanborn Insurance Company began mapping Newport News and vicinity, there was no apparent evidence of agricultural activity within those portions of the city to which they extended coverage. This suggests that as soon as Huntington's agents purchased local farms, that acreage was taken out of agricultural production. Even so, much of Warwick County consisted of rural farmland and that farms such as Lee Hall, Oakland, Cedar Grove and Endview were then operational. As Newport News expanded both north and west, rural land yielded to urbanization. In 1926, the J. G. Custis Dairy on Marshall Avenue was the only farming operation that the Sanborn Insurance Company's workers indicated was then located within the city limits. Horticultural activities were carried out at the Vansant Florist Greenhouses, between 26th and 27th Streets, near Salters Creek.

The Hawkins tract is the only large landholding in the study area still primarily in the ownership of an heir through marriage. The property includes a portion of the tract passed down through the Hawkins and then Finch family bounded by 30th Street, 31st Street, Washington Avenue, and West Avenue.

HISTORICAL THEME: COMMERCE[48]

Newport News' earliest commercial enterprises date to the first quarter of the seventeenth century, when Virginia colonists discovered that growing tobacco and trading it for other commodities was profitable. In June 1680, Virginia's House of Burgesses passed the first of three acts establishing port towns (or official ports of entry) within the colony, one of which was to be on the eastern bank of the Warwick River, at Deep Creek. In 1691 Warwick Town again was designated an official port or trade center. It never, however, developed into a thriving community. Throughout the colonial period Virginia planters generally preferred to conduct their commercial transactions at their plantations' wharves rather than at official port facilities. The passage of the 1715 and 1730 tobacco acts, designed to regulate the quality and uniformity of the colony's tobacco, precipitated the construction and operation of official tobacco inspection warehouses, many of which were built at the previously designated port towns.

---

[48]Commercial activities include trade, finance, business and other commercial services. Resource types include trading posts, stores, warehouses, market buildings, arcades, shopping centers, offices, office blocks, and banks. Transportation-related commercial activities are grouped under the theme Transportation. Recreation-related commercial activities are grouped under the Social-Cultural theme.

Subsequent to the close of the American Revolution, the diversification of the Virginia economy and the improvement of overland transportation led to an increased market for locally produced goods and services. Merchants and others engaged in retail businesses would have plied their wares in small communities, at crossroads, in urban centers (such as Hampton and Williamsburg), and at the seat of county government. The development of overland improvements (such as turnpikes and railroads) broadened the region's economy, opening up new markets for locally produced goods and agricultural products.

During the Civil War the Union Army established Camp Butler, a commissary depot, to the north of Newport News Point. They constructed a series of lengthy piers that protruded into the James River, along with warehouses and other support facilities. Camp Butler was a distribution point for the Union Army's supplies.

In the early 1880s, when Collis P. Huntington's long range plans began to take shape, officials of the Old Dominion Land Company, who hoped to fuel the fledgling town's growth, set aside acreage upon which certain types of public and private facilities could be constructed. The First National Bank of Newport News was established on land that was donated by the Old Dominion Land Company.

As the population of Newport News began to grow and small neighborhoods sprang up, business and commercial development occurred. By 1885, a neighborhood grocery and a chandlery (a store that sold ships supplies) were located at the foot of A Street, near the James River, and four groceries and a general store were scattered along B Street. Within only four years, a number of new commercial establishments, such as groceries, general stores, a dry goods store, and an oyster house were built in that vicinity. The Warwick Exchange was located at the foot of 17th Street. All of these businesses would have been convenient to those who were employed in the railroad and shipping industries. During the 1890s commercial development predominated along B (or 17th) Street. By 1897 there were three groceries, three general stores, fruit and vegetable markets, and offices within the first block of B Street. One former hotel (New York House) was converted into office space. In a nearby residential neighborhood were two other grocery stores. Warehouses flanked both sides of the C & O's tracks as they passed through this area. Within two years, newly constructed commercial establishments (such as drugstores, groceries and offices) replaced many of the dwellings and vacant lots along 18th Street. Away from the waterfront was a massive wholesale grocery warehouse.

In 1885 the offices of the Old Dominion Land Company were located on West Avenue, just north of the Hotel Warwick. On 23rd Street were chandleries and general stores, near which were two warehouses. A dry goods and notions store was located at 444

Washington Avenue and a combination ship chandlery-and-hardware store was situated on the northeast corner of Washington Avenue and 25th Street. Near the corner of 26th Street and Washington Avenue was a drugstore. Three grocery stores and a general store were located on the west side of Washington Avenue, between 27th and 28th Streets. By 1891 commercial development had intensified along both sides of Washington Avenue between 25th and 27th Streets and on Jefferson Avenue between 28th and 31st Streets.

On the east side of the C & O's main line, the people who lived in the tenements flanking Warwick and Hampton Avenues were convenient to neighborhood groceries, drugstores and small retail shops. A combination grocery-saloon was located between 21st and 22nd Streets and two general stores and two dry goods stores were situated along the east side of Jefferson Avenue. In 1893 commercial development was concentrated along the west side of Jefferson Avenue, between 22nd and 23rd Streets. On 23rd Street, to the east of Warwick Avenue, grocery stores were scattered throughout nearby neighborhoods. Groceries and a fish market were convenient to the people who lived in the rowhouses along Ivy Avenue. By the close of the century, commercial development had intensified along both sides of Warwick Avenue.

By 1893, many new commercial buildings had been erected in the block bound by 27th and 28th Streets and Lafayette and Washington Avenues, including two jewelry stores, a hardware store and a drugstore. A millinery shop and hardware store fronted upon Washington Avenue between 28th and 29th Streets. Establishments that sold groceries, dry goods, tobacco, fruit, produce, jewelry, shoes, and general merchandize lined both sides of Washington Avenue and rounded the corners at 27th Street. Two furniture stores were located on 28th Street, near Washington Avenue. Near the corner of 28th and Lafayette was a row of small businesses including an office, a paint store, and a wholesale grocer. An office building belonging to the Daily Press and Telegram stood on the northeast corner of Lafayette Avenue and 23rd Street. In 1897 commercial facilities were being built along the east side of Lafayette Avenue, between 36th and 37th Streets. A wholesale liquor store occupied part of a large building on the northeast corner of Washington and 24th. At the corner of West Avenue and 23rd Street, next to the Custom House, was a cigar and book store; nearby was a second hand furniture store. Two wholesale grocery establishments and a large feed store had been built on 23rd Street, between Washington and Lafayette Avenues. Fronting on Washington Avenue, between 27th and 28th, was a large department store and furniture/carpet sales establishment. By 1899 commercial development had moved up Washington Avenue to a point above 32nd Street.

In 1899 residential development lined both sides of 42nd Street and extended northward to 50th Street. Scattered throughout these neighborhoods were groceries and other retail shops. Commercial establishments also had been erected along both sides of Lafayette Avenue at irregular intervals. During the

early 1900s, new grocery stores and other small shops were constructed as residential development intensified to the north of 37th Street. A long line of tobacco warehouses were located above 50th Street, between Virginia Avenue and the C & O's main line.

On the east side of the C & O's tracks, a significant increase in housing density along Jefferson Avenue had occurred by 1903. The construction of commercial establishments (such as groceries and small retail shops) followed close upon the heels of this new residential growth. Between 1899 and 1903, many new houses were built to the east of Wickham Avenue but west of Roanoke Avenue, throughout which neighborhoods were scattered small commercial establishments. By 1907 the area to the east of Roanoke Avenue had become more populous, which growth was accompanied by the construction of new grocery stores and other commercial facilities. As housing density increased in the area to the north of 36th Street and in the blocks bordered by Madison and Marshall Avenues to the north of 19th Street, there was a proliferation of neighborhood groceries, shoe stores and other small retail establishments. However, the new residential neighborhoods that lay north of 20th Street, between Chestnut Avenue and Salters Creek, were devoid of commercial buildings.

By 1907 commercial development had intensified on the west side of the railroad tracks. On 23rd Street a series of wholesale grocery warehouses and two produce establishments had been built. A previously existing grocery warehouse had been razed, which was replaced by the Dabney Brokerage Company's offices. The Hotel Warwick Annex, at the corner of West Avenue and 24th Street had been torn down; in its place was an office building. On Washington Avenue, between 23rd and 25th Streets, were stores that sold liquor, tobacco, produce and pharmaceuticals. Along the waterfront, Pier Nos. 4, 5, and 6 were being used as warehouses.

During World War I, when the population of Newport News expanded remarkably, thanks to the city's role in the nation's defense, the character of the commercial development in the blocks between West and Huntington Avenues and 23rd to 28th Streets began to change somewhat. Pawn shops, ship chandleries, clothing and furniture stores and other types of retail establishments were located in Washington Avenue's business district. A large department store was located on the southwest corner of Washington Avenue and 30th Street. Near the corner of Huntington and 23rd was a general storage warehouse. By 1926, however, many of the buildings that previously had housed whole or retail establishments were abandoned, had been converted to storage space, or were being used as repair shops. This suggests that it was right after World War I that the lower end of Washington Avenue's business district entered a period of decline, as new commercial development moved toward the North End. In 1926 an automobile dealership and the city's municipal offices shared a building on the southwest corner of Huntington Avenue and 27th Street.

On the east side of the C & O's tracks changes in the pattern of commercial development were less evident. As housing density increased in the area between Jefferson and Marshall Avenues and 19th and 30th Streets, retail merchants and grocers moved in and opened shops and stores. Commercial establishments lined the east side of Jefferson Avenue as far north as 30th Street, whereas Madison was less well developed. Two paint stores had been built on 25th Street and shops and stores were situated along the east side of Chestnut Avenue, north of 26th Street. Some of the East End's less attractive commercial development (which had occurred during wartime) persisted into the 1920s. A rag warehouse that had been built on 20th Street, between Warwick and Jefferson Avenues, was still in existence; nearby was a junk yard. P. W. Hiden's hay and grain warehouse by 1926 had become a junk warehouse.

During World War II Newport News again embarked upon a period of rapid expansion. A dramatic increase in population not only created housing shortages but also had major effects upon the city's pattern of retail trade. It is estimated that during the war years the volume of retail sales doubled and would have increased still further, had there not been a scarcity of merchandise. Most retail merchants adopted a cash-and-carry policy in dealing with their customers or refused to accept new accounts. A number of large self-service stores opened their doors to defense workers and some local grocers adopted the self-service system. Meat, butter, coffee, sugar and other food products were rationed. Prior to the time that commissaries, laundries, dry cleaners and other service-related establishments were available at local military installations, the local business community struggled to meet the needs of both the civilian population and military personnel. A number of business establishments converted from oil to coal heat, thanks to the fact that fuel oil was rationed. Local bank deposits grew as scarcities imposed limits upon spending and workers saved their earnings. By the end of the war, all of the city's banks had tripled their deposits (Jester et al 1948:84-85).

Downtown Newport News was at one time virtually self-sufficient with streets such as Washington Avenue and Huntington Avenue lined with the services necessary for prosperous downtown life. The hub of downtown life was on Washington Avenue, where banks, department stores, restaurants, and small retail establishments flourished. The automobile dealers and grocery stores thrived on the parallel street to the east, Huntington Avenue. However, today the commercial portion of the study area is considerably deteriorated.

There are no intact blocks of commercial buildings dating from the early 20th century. Combinations of buildings ranging from early 20th century to modern are located on discontinuous blocks along Washington Avenue. Businesses in the 3400 to 3700 blocks of Washington Avenue have survived by attracting customers from the 37th street gate of the Shipyard. As one travels farther

south toward City Hall, the demolition of whole blocks becomes evident. The side streets have suffered the same level of demolition.

Four buildings associated with commerce have been identified for inclusion in the list of Newport News' most significant architectural resources. Nachman's is a large brick building located at the northwest corner of 32nd Street and Washington Avenue. Completed in 1931, the building is significant as the last department store in downtown Newport News.

The second significant commercial building is that located at 3001 Huntington Avenue. It began as Newport News Buick Company, was later operated as Nick Allen Motors, and more recently has become a wholesale-type home delivery grocery business.

The third building occupies the southeast corner of 36th Street at Washington and is referred to in this study as the Meena block. The building is a series of storefronts topped by apartments. It is significant as a symbol of the successful rise of an immigrant's investment in downtown Newport News.

The fourth significant commercial resource is an office building known as the Medical Arts Building. The building is architect-designed and is the only office building remaining in downtown Newport News that specifically housed primarily medically-associated tenants.

Some of the oldest buildings in downtown Newport News are those that were associated with commerce. Commercial buildings constructed before 1899 include 3204 Washington Avenue, 3500 Washington Avenue, 3506 Washington Avenue, 3510 Washington Avenue, 3201 Huntington Avenue, and 3700 Huntington Avenue.

A fascinating building that kept showing up in historic documents is the I.A. Hogge and Brother Grocery building at 4410-4414 Washington Avenue (today known as Stan's Place). Looking at the dull wood-paneled storefront with small modern windows, one would hardly guess that the building served for many years as one of Newport News' primary grocery stores. The building was first described in the book, Greater Newport News, "The Shipbuilding City" 1915, as a "modern and attractive store (25x75 feet) at the corner of Huntington Avenue and 45th Street." The interior and exterior of the building were first photographed in the book, Harbor of A Thousand Ships. The interior contained a large open room with counter where the customer would be served by the grocer. Slabs of meat hung from racks at the rear in full view of shoppers. Canned goods stacked like pyramids lined the wall behind the counter. The building had a tin ceiling and a number of ceiling fans. An innovation added to the store was described in the book as, "an iced coil running the entire length of their meat counter, thus assuring that the meat will always be cool and fresh when delivered to the customer" (Evans: 150).

By 1926 the building had doubled in size. By 1946, the building had been streamlined with an shiny enameled storefront and enlarged with a two-bay one-story addition. It was operated by J.E. Rich, Jr. The 1946 photo in Newport News' 325 Years shows the evolution of the grocery business from an orientation of service counter to self service with aisles directing the customer down specific paths and food attractively displayed within easy reach. Splashed on the exterior were signs stating, "Self Service." The building's photographic history is a good example of what often hides behind a nondescript appearance in downtown Newport News.

Several buildings associated with Newport News commerce have been rehabilitated for industrial uses. One of those is the old Leggett's building, now used by a manufacturer of baseball hats and T-shirts. A clothing manufacturer has combined the old Montgomery Ward, Grant's, and Kreske's store into one operation. An old automobile dealer at the northeast corner of 31st and Huntington Avenues has become a bakery.

HISTORICAL THEME: GOVERNMENT/LAW/WELFARE[49]

In March 1624 the burgesses convening at Jamestown agreed that monthly courts should be held in two of the colony's more populous corporations that were inconvenient to Jamestown. At that time a local judiciary system was established in Elizabeth City and Charles City, where appointed commissioners could deliberate "suits and controversies not exceeding the value of one hundred pounds of tobacco and for punishing petty offences." A judicial body of commissioners was appointed by the governor and his council. Local justice in the Corporation of Elizabeth City was administered in this manner until 1631 (Hening 1809-1823:I:125; Jester 1961:25-26).

A listing of men who were sent as delegates to the House of Burgesses in 1629 reveals that there was steady growth in the population of Elizabeth City, for the Mulberry Island community and the Nutmeg Quarter area were represented by two men each and the Warwick River plantations, by four men. Commencing in 1660, however, the number of delegates each county was authorized to send was limited to two (Hening 1809-1823:I:xix,139).

In 1634 Virginia officials, acting with the authority of the English government, divided the colony into eight shires in order to establish "more convenient government" and seats for local courts. One of these original jurisdictions was the Warwick River

---

[49]This theme relates to governmental systems, political activities and events, legal systems, important political/governmental events in history, political leaders, human services, welfare and charitable organizations. Resources include public administrative and service buildings such as town and city halls, courthouses, prisons, hospitals, fire and police stations, post offices and utility buildings.

Shire, forerunner of Warwick County and the City of Newport News. When the colony's population was tabulated in 1634, the "countie of Warricke River" was defined as extending from Skiffs Creek and Mulberry Island down to Maries Mount (Anonymous 1871:94). In March 1643, an act was passed by Virginia's Grand Assembly, shortening the name of Warwick River County to Warwick County. At that time, its boundaries were reaffirmed and described as extending

> . . . from the mouth of Keiths [Skiffs] Creek up along the lower side of the head of it, including all the dividend of Thomas Harwood . . . with Mulberry Island, Stanley Hundred, Warwick River, with all the land belonging to the Mills and so on down to Newport's News [Hening 1809-1823:I:249-250].

Prior to 1680, when Warwick Town was created by law and a courthouse was constructed in the new town, Warwick County's court justices convened at each other's homes. Court sometimes was held at the Denbigh Plantation of Captain Samuel Mathews and Miles Cary, II, of Richneck frequently hosted the county court. He maintained the clerk's office at Richneck for many years and according to local tradition, the county commissioners in warm weather met under the shade of a large elm tree that became known as the Courthouse Elm. The text of the 1691 Town Act re-establishing Warwick Town reveals that the community already contained "several houses . . . together with a brick court house and prison" (Hening 1809-1823:II:508;III:60; Jester 1961:28; Harrison 1919:96). That early courthouse served the county for more than a century.

During the colonial period, important county officials (such as justices of the peace, sheriffs, naval officers and military officers) were appointed by the governor and his council, as were lesser functionaries such as county clerks of court. Family ties and economic and social connections among the colony's elite served to perpetuate their roles in local government. Their influence also extended to the affairs of the church, which functioned in a quasi-governmental role. For example, local parish churches provided the indigent and the infirm with welfare support which was funded through parish revenues; that system persisted until after the Revolutionary War and the disestablishment of the Church of England as Virginia's state church.

In December 1807 a group of Warwick County citizens petitioned the General Assembly for permission to relocate the county seat from Warwick Town to a more convenient site. They argued that "for many years past the People . . . have been subject to the Inconvenience of attending at a courthouse quite remote from the centre of the county and so far removed from the Public road leading through it." Moreover, they stated that while the courthouse was in good repair the people of the county tolerated the inconvenience but that "of late the courthouse has become so ruinous from the gradual decay of time that the court of

the county are determined that it is necessary to build a new one." It was at that time that it was proposed to move the courthouse to a site on Stony Run (Virginia Legislative Petitions 1784-1858).

But a second group of Warwick County residents filed a counter-petition, claiming that there was no need to move the courthouse. Although they admitted that the current courthouse was one of Virginia's oldest, they said that a new jail had been built at the site only nine years earlier, which structure would be obsolete, were the courthouse moved. Finally, however, a decision was made to move the county seat to the proposed site on Stony Run (Virginia Legislative Petitions 1784-1858).

During the Civil War, when the courthouse site on Stony Run was occupied by the Union Army, a soldier wrote to his brother that

> About sunset we came to a halt in a wheat field at a place called Warwick C.H. . . . A brick building about the size of a Smoke House which was used as a kind of County Clerk's office, the records and documents of the county were kept there. . . Next is the Court house a brick building about the size of a carriage house up our way. The court room is about the size of an office. There are two wings to the building and each have one smaller room in, that is now a kind of commissary. Next is another little smoke house with grated windows which was the jail. These buildings are all in a line. The C.H. is the largest of the whole group. Together they perhaps cover a quarter of an acre. The office was full of books and papers. Some very old ones that have been written long before the Revolution by King Georges officers. A guard was over them but I was lucky and got a handful of deeds and c. I have one written 1669. I send you some of them. Shortly after I got mine a stop was put to taking any more [Newport News Historical Commission Report 1987:6; Warwick County Loose Papers].

A Union soldier made a sketch of the courthouse and some of the buildings that were clustered nearby. To the right of center was the 1810 courthouse, facing eastward toward the road and flanked by two smaller buildings, one of which was two stories high and set back from the northwest corner of the courthouse. A crude map made by a Confederate soldier in 1862 shows the Warwick Courthouse and its environs (Peterman 1862; Greene 1862).

In February 1884 the General Assembly passed an act authorizing Warwick County to issue $10,000 worth of bonds to repair the courthouse and jail that had been built in 1810 or to construct new facilities. Ultimately the decision was made to erect a new building, a structure that was ready for occupancy in early 1885. At that time the incumbent clerk of court moved the county's public records from his old office into the new courthouse (Jester 1961:30; Warwick County Court Orders 1881-

1886:251; General Assembly of Virginia 1888:465-466).

Warwick County's new courthouse was hardly three years old when a significant number of influential local citizens clamored for the county seat to be moved to Newport News, which was rapidly becoming the epicenter of the county's population. The Old Dominion Land Company, in promoting the development of Newport News, offered land upon which a variety of community facilities could be built, including a county courthouse and town hall, schools, libraries, parks, hospitals and other projects that served the public good. In 1885 the Newport News post office was located on West Avenue, to the north of the Hotel Warwick, and the local court justice's office was at the foot of 17th Street (Newport News Public Library System 1982:5-9; Sanborn 1885).

On March 2, 1888 an act was passed by the General Assembly, calling for a popular referendum to determine whether the county seat should be moved from Stony Run to Newport News. Provisions were included whereby the Warwick County government was authorized to sell the recently built courthouse and jail in order to finance new ones. On the other hand, if the town of Newport News were to become an incorporated city, then the county government was to be reimbursed for the cost of constructing the new buildings. Voter sentiment favored relocating the county seat to Newport News, to which it moved in 1892. In 1893 when the Sanborn Insurance Company mapped Newport News, the newly constructed Warwick County Courthouse stood on the northwest corner of 25th Street and Lafayette Avenue; it was an imposing three-story structure that covered four lots. In 1896, when Newport News became an incorporated city, the seat of the Warwick County court returned to the courthouse that had been built in 1884 and the old 1810 courthouse became the office of the county clerk of court (Jester 1961:30; Sanborn 1893). Meanwhile, the newly incorporated City of Newport News retained the courthouse building that had been erected in downtown Newport News; it stood until 1948. In 1897 the city constructed a brick firehouse at a site close to the corner of 27th Street and Lafayette Avenue; it was an extremely important facility in a city which buildings were predominantly frame (Warwick County Orders 1881-1886:251; General Assembly of Virginia 1888:465-466; Rouse 1986:93).

By 1899 a new city-county jail had been built behind the city hall and the post office was shifted one building to the south of its former location. At the turn of the twentieth century, Fire Station No. 3 was built in the North End. By 1913 the city fire department's headquarters stood at a site near the southeast corner of Huntington Avenue and 28th Street. The workshops of the Newport News Street Department were located on the east side of the C & O, between Warwick Avenue, the railroad tracks, and 29th through 31st Streets (Sanborn 1899-1913).

During this period, Newport News had some welfare and health care facilities, almost all of which were privately supported. In 1899 the Salvation Army occupied part of a building at the corner

of Washington Avenue and 24th Street; during World War I its members opened a club in downtown Newport News. During the war, the American Red Cross occupied the former facilities of St. Vincent's Roman Catholic Church. A large Y.M.C.A. was built across from the Hotel Huntington. Local citizens also had available a number of medical facilities, including the Public Health Clinic, the Elizabeth Buxton Hospital (which was situated on the banks of the James River, overlooking Hampton Roads), and the St. Francis Hospital, which stood near the southeast corner of West Avenue and 35th Street. In 1919 Riverside Hospital, forerunner of today's modern medical and health care center, was situated on the west side of Huntington Avenue, near Camp Colony No. 1. Convalescent hospitals for the sick and wounded of World War I were operated by the Red Cross at Camp Stuart. On the east side of the C & O's main line, the Whitaker Memorial Hospital was located on the south side of 29th Street. The Virginia State School for Colored Deaf and Blind Children, built prior to 1919, catered to both educational and health care needs. Among its facilities were dormitories, a dining hall, an industrial building, the Elizabeth Houston Hospital and a nurses' home.

During the 1920s, when the population of Newport News had swelled to approximately 100,000 persons, many local citizens felt that its system of government was inefficient and antiquated. In March 1920 the city charter of Newport News was amended, with the approval of the General Assembly, and the city manager form of government was adopted. By 1926 the second floor of a newly constructed building on the southwest corner of Huntington Avenue and 27th Street accommodated Newport News' city hall. A program of public improvements was undertaken when departments of government were established. An attempt was made to pave the city's less-traveled streets and avenues and to widen certain side streets in the downtown area. New elementary and high schools were built for both blacks and whites (Jester 1961:145-146).

After World War II was over and the Hampton Roads Port of Embarkation was deactivated, many former residents of Newport News moved into Warwick County. It was around this time that interest grew in consolidating the city and county, for many of these citizens were frustrated with the lack of public services in the county. In 1944 an election was held to determine whether Warwick County should adopt the county manager form of government. With voter approval the new government was established as of January 1, 1945. Finally, in 1952, when Warwick County reached a population of 45,000 persons, the General Assembly granted a charter to the City of Warwick, subject to approval by a popular referendum. At that time, Warwick County, as a political entity, became extinct. During the late 1950s, when the shipyard was awarded a series of major defense contracts, the area's economy and population grew. In 1958 the City of Warwick consolidated with the City of Newport News, at which time Newport News assumed its present boundaries (Jester 1961:155-156; Virginia State Library 1965:29,34; Rouse 1969:82; Newport News Historical Commission 1987).

The center of government for Newport News today is located in the area of 23rd to 26th Street between Washington and West Avenues. The only building more than 50 years old associated with City government is the Newport News Public Library, West Avenue Branch. The library is recommended as one of Newport News' most significant architectural resources. Designed by architect Charles M. Robinson, the building is an excellent example of the Colonial Revival influence so prevalent during the 1920s.

A government-owned building, the architect-designed Newport News Post Office and Custom House is one of Newport News' most significant architectural resources. While it has not yet been listed on the National Register of Historic Places, a draft nomination written in 1983 (but never submitted to the National Register) states that the building is "an important example of eclectic public building design, typical of much of the larger constructions designed and financed by the Treasury Department."

Several buildings in downtown Newport News are being used for activities associated with social welfare. The apartment building located at 92 32nd Street houses a drug rehabilitation center, supported in part with City funds. The Newport News Seminary building at 223 29th Street and the old Menonite Market at 331 35th Street are both owned and operated by Youth Challenge, a private Christian drug and alcohol rehabilitation program. The Newport News Seminary building will be further discussed under the theme, "Education."

HISTORICAL THEME: TRANSPORTATION[50]

Though Indian paths and primitive roadways linked distant parts of the Virginia colony, the Tidewater area was largely dependent upon waterborne transportation. Rivers and other navigable waterways continued to provide the most convenient and practical mode of transportation well into the nineteenth century, for overland transportation was difficult and time-consuming. Ferries, which were licensed by the government, connected overland routes, providing transportation for both man and beast. In Warwick County, ferries were located at Mulberry Island and at Warwick Town. Taverns and ordinaries where food and lodging could be obtained were located at relatively frequent intervals along well traveled roadways and at ferry landings. Maps produced by Joshua Fry and Peter Jefferson, John Henry, Thomas Jefferson, and

---

[50]This theme relates to transportation networks, roads, water, canal, railroad and air. Resource types include bridges, boats and other watercraft, piers, wharves, ferries, lighthouses, roads and turnpikes, tollhouses, automobiles and other vehicles, streetcars, canals and associated structures, locks, boats, railroads, stations, engine houses, trains, airports, airplanes, landing fields, space vehicles, and research facilities associated with transportation systems. Also included in this theme are transportation-related commercial buildings such as hotels, gas stations, motels, restaurants, motor lodges and courts.

a number of cartographers whose works were executed during the eighteenth century reveal that a major thoroughfare ran up the James-York peninsula and lesser roadways extended throughout the countryside.

During the first quarter of the nineteenth century, as the economy of the new nation developed, interest in improving overland transportation grew steadily stronger. It was at that time that Virginians became interested in constructing internal improvements such as canals and turnpikes. James Madison's 1807 map, updated in 1818, reveals that much of Virginia was connected by stage roads and minor public thoroughfares, a transportation system which was improved still further by the time Herman Boye mapped the Commonwealth in 1825. By the early 1800s Route 60's forerunner was a major public road and a road extended from Hampton to the east side of Newport News Creek. The forerunners of Briarfield and Shell Roads also date to this period.

By the time of the Civil War, many of the state's older roads had become major transportation corridors, from which numerous lesser thoroughfares extended. Many of the roads that were in use during the nineteenth century gave rise to the paved roads that later became components in the modern highway system. In 1880, when the town of Newport News was laid out and carved into blocks, its numbered streets ran on an approximately east-west axis, paralleling the C & O's main line, and its avenues extended in a north-south direction. On the west side of the railroad tracks, numbered streets continued northward to the vicinity of 39th Street. On the east side of the tracks, lots and streets ran toward Salters Creek but did not proceed south of 20th Street. Whenever rain fell, Newport News' primitive dirt streets were converted to a sea of mud. By 1883 boardwalks extended up 27th and 28th Street to Washington Avenue, the business district. There were no street lights.

In 1885, a curving byway called Beach Road paralleled the river bank inland from Newport News' piers. To the southeast of Pier No. 1, A Street (forerunner of 18th Street) and B Street (forerunner of 17th Street) extended toward the waterfront. According to Samuel Buxton, Sr., in 1896 Washington avenue "was a sea of mud, navigable only by placing boards at street intersections." To travel from Washington Avenue to the East End, we had to cross the yards of the Chesapeake and Ohio Railway at our own peril because there were then no bridges" (Rouse 1990).

Between 1899 and 1903, iron bridges were built at 25th, 28th and 34th Streets, spanning the C & O's main line of tracks and connecting the eastern and western halves of Newport News. It is likely that the construction of these bridges spurred industrial development on the east side of the railroad tracks, for companies located there would have gained ready access to the city's commercial district and port facilities. Between 1903 and 1907 the name of Lafayette Avenue was changed to Huntington Avenue. By 1907, land on both sides of Salters Creek had been laid out into

streets and lots. A wooden bridge that linked 27th Street and Venable Avenue linked this suburb of Newport News (which lay in Elizabeth City County) with the rest of the city. During the massive military build-up in Newport News, during World War I, some of the roads leading to and from the city were converted to hard-surfaced highways. The highway to Richmond was surfaced, as was the road to Fort Monroe. The road between Lee Hall and Yorktown also was paved during this period. By 1926, when the city's municipal services had become more sophisticated, the Newport News Street Department had workshops that were located in the blocks between Warwick Avenue, the railroad tracks, 29th and 31st Streets. In 1928 a bridge was built across the James River. Thirty years later, in 1957-1960, Interstate 64 was constructed.

Newport News residents and visitors, from the beginning, were able to make use of various of modes of transportation. Many of those who traveled about the town, early on, did so on foot, on horseback or in wagons or carriages. In 1889 a carriage house stood on 24th Street in downtown Newport News. By 1893 the Weller Livery and Boarding stables were located to the north of 24th Street, on the east side of the C & O's main line. During the late 1890s the Warwick Stables were at the corner of Lafayette and 23rd and a wagon shed was situated between 23rd and 24th Streets, between Lafayette and Virginia Avenues. A livery stable and a wheelwright's establishment were located between 29th and 30th Streets, fronting upon Lafayette Street. By 1899 there was a livery stable near Baron's Hotel.

Newport News' earliest mode of public transportation was horse-drawn cars that were operated by the Newport News Street Railway Company. Finally, on December 24, 1892 the town's first electrically powered car began to operate between Newport News and Hampton. By 1895 the electric cars plied a route between the shipyard and the C & O's terminal. During the twentieth century, Citizens Rapid Transit and its successor, Pentran, commenced providing public transportation.

The coming of the automobile brought many changes to Newport News' built environment. In 1919 a roofed-over parking garage was located on 30th Street, between Huntington and Virginia Avenues, and by 1926 there were automobile repair shops in downtown Newport News. An auto repair and storage facility stood at the corner of Virginia Avenue and 46th Street and a newly constructed building on the southwest corner of Huntington Avenue and 27th Street housed an automobile dealership on its first floor and Newport News' city hall on its second floor. Filling stations were located on 25th and 27th Streets, on the east side of the C & O's tracks. Across 27th Street was another filling station.

The influx of newcomers to Newport News World War I fostered the development of trucking companies that were prepared to transport household goods from one part of the country to another. During World War I the Virginia Transfer and Storage Company built its facilities on the south side of 23rd Street. After the war

the Hiden Storage and Forwarding Company took over the old warehouses and platform of the U. S. Quartermaster Corps, which were located between 36th and 37th Streets, near the point where the C & O's spur line turned east.

From the time that Newport News began to develop into an industrial and commercial center, overnight accommodations were needed for visitors and the traveling public. With characteristic foresight, Collis P. Huntington set about providing for those needs. On April 11, 1883 the Hotel Warwick, which was four stories in height and stood at the corner of 24th Street and West Avenue, opened its doors to business. Huntington had intended it to be a resort, but it evolved into a commercial hotel and civic center. The Hotel Warwick, which was luxuriously appointed, was touted as one of the South's premier hotels. Guests and local citizens congregated at the hotel for bridge games and other recreational pursuits. Another Newport News hotel, the Lafayette House, also was in existence by 1883. It was managed by John Swinerton, who also ran the Warwick. By 1885 the New York House had opened for business on B Street; it survived until 1891, at which time its facilities were converted to office space. Between 1889 and 1891 the Palace Hotel was built on 25th Street, on lots that formerly had been occupied by a saloon.

During the 1890s Newport News had a number of hotels, including Central Hotel (on the southeast corner of 27th Street and Washington Avenue), the Lafayette Avenue Market Hotel (on the northeast corner of Lafayette and 34th), and the Jefferson Hotel (at 302 33rd Street). At the end of the decade the Central Hotel became the Hotel Ivy. The West Point Hotel, a two-story frame building that extended through the block formed by 17th and A Streets, fronted on both streets. The Gloucester Hotel stood on the southeast corner of West Avenue and 29th Street, whereas the Hotel Brunswick was located at 2503 Washington Avenue. On the north side of 23rd was Baron's Hotel, Baron's Theater and Beer Garden. During the 1890s the only hotel on the east side of the C & O's main line was the Milwaukee Hotel, which was located on the northwest corner of 24th Street and Warwick Avenue.

By 1907 the Hotel Warwick had added a large, L-shaped annex that stood on the southeast corner of West Avenue and 24th Street; the hotel annex was razed prior to 1913. Across 24th Street the hotel's laundry was expanded to encompass three lots and an ancillary facility. Several other hotels were then in existence, including the Grand Central Hotel (on the northwest corner of 30th Street and Washington Avenue),the Hotel Pocahontas (on the corner of 34th and Washington), and the Hotel Huntington (on the northeast corner of 36th and Washington). The Hotel Grafton, which in 1919 stood on the northeast corner of 24th and Washington, by 1926 had become the Hotel Jefferson and the Grand Central Hotel was renamed the Hotel Newport. During the mid-1920s the Lyndhurst Hotel had been converted into a Moose Hall. By 1907 the We-Us Hotel had been built on the east side of the C & O's main line, on the northeast corner of 24th Street and Warwick

Avenue. It was located in an area that was predominantly black.

Newport News not only had a need for public lodging but also for public dining facilities. Some of these restaurants were in or near Newport News' hotels and would have been used by relatively affluent locals and by visitors to the area. Other more humble restaurants would have been frequented by the men who worked in the industrial enterprises that Collis P. Huntington was promoting avidly. [The bars and bordellos that were available are described in HISTORICAL THEME: SOCIAL-CULTURAL.]

During the 1880s, small restaurants and eateries were scattered throughout the area near the waterfront, where they were readily available to those who worked on the piers or in the railroad yards. The number of small eating establishments in that vicinity, which had grown significantly by 1891, had increased still further by 1903. In 1913 a number of restaurants were located on Washington Avenue, between 23rd and 25th Streets. By 1919, several new restaurants and lunchrooms had been built at the foot of 18th Street, along the waterfront. Restaurants also were located in the downtown business district.

Various types of long range public transportation were available to those who wanted to come to Newport News. By 1881 the C & O railroad linked the city with Richmond and points beyond. Rail travel was a popular and economical mode of transportation during the late nineteenth and early twentieth centuries and many visitors to Newport News arrived by train. The C & O's passenger depot was in close proximity to Pier No. 1. Today's passenger service to Newport News is provided by Amtrak.

In 1889 steamships were providing regular passenger service to Newport News. A steamer pier and depot for passengers was located to the south of Pier No. 1 (later redesignated Pier No. 7). By 1899 the old steamer pier had been converted to use by the Chesapeake Bay Oyster and Fish Company. Prior to 1907 a ferry slip was constructed to the south of the old steamship pier. A few years later, an additional ferry slip was built to the north of Pier No. 8, at a site where a railroad car float-ferry formerly had been located. By 1926 a municipal pier protruded from the end of Jefferson Avenue, near which was the Chesapeake Ferry Company's ferry slip. Nearby was the Small Boat Harbor, which had been in existence since 1919. It had a marine railway as well as a repair complex.

The C & O's freight trains transported raw materials and manufactured goods to and from its piers, which protruded into the James River. It was this link between overland and waterborne transportation that led to Newport News' development into a thriving international port. In 1885 two piers extended into the James, to the west of Newport News point. Pier No. 1 (later renamed No. 6) was served by a railroad siding, whereas Pier No. 2 (later designated No. 5) was associated with the C & O's grain elevator. Near what became Pier No. 3, the C & O had a coal

tressel that extended out over the water. By 1889 the Newport News Dry Dock and Construction Company had two piers and a dry dock on its property to the north of 37th Street and Pier No. 4 (a lumber pier) had been built in the area toward Newport News point. Industrial development grew up close to the C & O's main line. Between 1889 and 1891 a spur line of the C & O was constructed. Its tracks made a right angle turn as they headed east away from the railroad's main line and paralleled 37th Street. During the late 1890s, many of the piers along Newport News' waterfront were expanded and modernized and Pier No. 8 (an open dock that served a grain elevator) was built. Near the point where the C & O's main line curves sharply to the east, were the New River and Pocahontas Consolidated Coal Company's car repair shops. On 23rd Street, at the end of a railroad siding, was a freight house that was owned by the C & O. By 1919 the Newport News and Hampton Railway, Gas and Electric Company had a freight station and general storage warehouse on the northwest corner of Huntington Avenue and 23rd Street. Newport News has continued to be an important railroad center.

During the first two decades of the twentieth century Newport New had numerous piers. The Old Dominion Land Company's wharf (Pier A) protruded from the end of 25th Street. By 1907, the C & O's coal piers had been modified extensively and Pier No. 9 (a steel coal tressel) was built. Some of the other piers (specifically, Nos. 4, 5, and 6) had been made into warehouses. At the west end of 31st Street, the Newport News Yacht Club's pier jutted into the James River. During World War I, Newport News' waterfront facilities were expanded and modified extensively as part of the war effort. Some of the C & O's facilities also were in use by the Army's Quartermaster Corps. [All of these changes are discussed in HISTORICAL THEME: MILITARY.]

Air travel came to Newport News in 1914, when the Curtis Flying School was established at a site near the Small Boat Harbor. There, Captain Scott Baldwin, an ex-balloon explorer, trained men in flying boats and land based planes. By 1919 the air field was called the Atlantic Aeronautical Station. In 1947 the Peninsula Airport Commission acquired 924 acres at Camp Patrick Henry, where a peninsula airport was to be constructed. In November 1949 Patrick Henry Airport was dedicated and opened to use. In 1974, its size having been expanded, Patrick Henry became an international airport.

Except for the demise of 17th and 18th Streets, the streets today in downtown Newport News are configured much as they were historically. However, traffic patterns have changed to encourage the efficient flow of vehicles in and out of the Shipyard. West Avenue and Washington Avenues have remained two-way streets but Huntington Avenue brings traffic one way south into the downtown and Warwick Boulevard carries traffic one way north out of the downtown.

The bridges connecting the east and west sides of Newport

News at 28th Street and 34th Street have been rebuilt and retain no visible historic architectural fabric. The 25th Street Bridge was eliminated when its approach became the property of the Virginia Port Authority. The 39th Street Bridge was constructed of concrete and steel during World War II which expedited movement of Shipyard workers in and out of the city (Jester: 83).

Interstate 664 was completed from Route 64 into Newport News; the southern leg of the superhighway is under construction as a bridge-tunnel to Norfolk and Portsmouth. I-664 altered the landscape of downtown Newport News with construction of an on ramp at 23rd Street and off ramps at 26 Street and 35th Street.

Historic buildings still standing that housed Huntington Avenue automobile dealerships include the old Motor Sales Co. at 2900 Huntington Avenue (later Hudgins Motor Company); the Messick Motor Car Company at 2902-08 Huntington Avenue (later Metro Motor Company, Universal Motors, and Cofer Motor Sales), Newport News Buick Company at 3001 Huntington Avenue (later Nick Allen Motors). One old Tudor-style gas station remains abandoned at 4500 Warwick Boulevard.

Railroad-associated historic buildings and structures still standing include a fire station and pump house on the old Harbor or River Road, the 34th Street Yard office, the 39th Street Office and Shop, a supply building near the 39th Street Office, the 39th Street Coal Station, the 39th Street Water Tower, the 45th Street XA Cabin, and the 58th Street Hump Office. The train station on River Road at the foot of 23rd Street was not included in the study; the Department of Planning and Development stated that the building was constructed in 1943 and thus is less than 50 years old.

Transportation-related ownership has changed at the port of Newport News, causing dramatic changes in the area's architecture. The railroad is now owned by CSX who has been progressively cutting back on activity in the area. Railroad buildings are being declared excess property and abandoned on a regular basis. The vast network of tracks (as much as 150 miles of tracks in 1949) is dwindling down to a few lines. Import/Export activity is now divided at the port between the Virginia Port Authority (operating the Newport News Marine Terminal) and private contractors, such as Pier 9 Associates (running the Pier 9 Terminal Company), Dominion Terminal Associates, and Koch Fuels, Inc. Pier 9 Associates and DTA operate one of the most modern coal loading facilities in the world. Koch Fuels handles liquid bulk. The Newport News Marine Terminal is a state-owned facility operated by the Virginia Port Authority, a non-profit non-stock operator. The facility is a premier break bulk handling port with container capabilities. All revenues revert back to the state. The Virginia Port Authority, owning 141.08 acres, has regraded much of its land and rebuilt or replaced obsolete piers. The VPA recently removed Pier 2 and plans to demolish Pier 8 for better maneuverability

with the new larger cargo vessels.

HISTORICAL THEME: RELIGION[51]

During the early colonial period, when the Church of England comprised Virginia's Established Church, parish boundaries often were coterminous with county boundaries. Eventually, an increase in population usually impelled local residents to petition the House of Burgesses to subdivide the larger parish into two or more smaller entities. Typically, a church was constructed soon after the establishment of a new parish and sometimes, smaller chapels of ease were built in outlying areas for convenience of worshipers, whose support and attendance of the Established Church was mandatory.

As early as 1627 there was a church on Mulberry Island in what was known as Stanley Hundred. In 1629 the minister and church wardens of Stanley Hundred filed a register of local marriages, burials and christenings with officials at Jamestown. In 1635, a year after Warwick River (later Warwick) County was created by law, reference was made to the Mulberry Island Parish, which by that date included what formerly had been known as Stanley Hundred. Mulberry Island Parish survived until 1725. In 1629, when the Rev. George Keith (Skiff) arrived in the colony, the territory between Marie's Mount (Newport News) and Waters Creek was formed into what by 1643 was known as Nutmeg Quarter Parish. In 1656 the members of Nutmeg Quarter Parish asked to be included within the bounds of Denbigh Parish, which was located immediately upstream, toward Mulberry Island. Finally, in 1725 Mulberry Island and Denbigh Parishes were consolidated into Warwick Parish (Cocke 1964:157-162). Glebe farms, one per parish, were intended to provide a home and source of income for parish clergymen, supplementing the stipend they received from parish tithes. The glebe of the Rev. George Keith, rector of Nutmeg Quarter Parish, abutted the James River in the vicinity of the C & O Railroad's Pier No. 9 (Jester 1961:49).

Vestries, elected within each parish, usually were comprised of the same prominent planters who held local public offices. The strongly forged link between church and state meant that many functions now relegated to various branches of government then were performed by the parish vestry. For example, the boundaries of private property were processioned annually, at which time they were re-affirmed by vestrymen in consultation with adjoining landowners. Welfare or public assistance for the widowed, orphaned, indigent and infirm was provided by means of parish levies.

---

[51]This theme relates to places of worship, religious training and education and the administration of religious facilities. Resources includes churches, synagogues, mosques, temples, convents, monasteries, missions, shrines, cathedrals, and seminaries.

Although the passage of the Act of Toleration in the late seventeenth century permitted Quakers and other dissenting groups comparative freedom of worship, it did not absolve them from their obligation to support Anglican priests and to pay parish tithes. By 1725 there were two or three parishes per county throughout eastern Virginia. During the colonial period, Anglican congregations typically included black slaves, some of whom were presented by their owners for baptism. Vestry minute books, kept by the clerk of the parish vestry, provide many insights into various social, cultural and economic aspects of colonial life.

Subsequent to the Disestablishment of the Church of England and the sale of its lands during the early nineteenth century, the Anglican Church experienced a marked decline as the ranks of other Protestant denominations grew. As a consequence, many of Virginia's colonial Episcopal churches were abandoned or were allowed to deteriorate.

During the early 1880s, when Newport News began to develop, Collis P. Huntington donated land upon which the Union Chapel (a non-denominational house of worship) was built. It stood on 22nd Street near West Avenue. By 1881 a small group of Episcopalians had begun meeting in Newport News. The congregation (which elected its first vestry in 1883) by 1888 had constructed a church in the 100 block of 25th Street. This early frame building, which in 1894 was consecrated as St. Paul's Episcopal Church, was used as a house-of-worship until the late 1890s, when a new stone edifice was erected on 34th Street (Jester 1961:53,116-117).

As the town's population grew and new neighborhoods were established, a relatively broad variety of religious denominations built churches. By 1896 the town's first Jewish worship center, the Adath Jeshuram synagogue, had been constructed at 24th Street and Lafayette Avenue. The majority of those represented in Newport News' Jewish population were Russian immigrants who had come to the United States prior to 1890. St. Vincent's Roman Catholic Church was built by 1896. It would have served the religious needs of American-born Catholics as well as those who had immigrated to the area from countries that were traditionally Catholic, such as Spain, France, Lithuania, Poland, and Portugal, and Hungary. It is significant to note that the majority of Newport News' churches were Protestant and that blacks and whites belonged to a broad variety of Protestant denominations, including the Methodist, Presbyterian, Pentecostal Holiness, Lutheran, Methodist-Episcopal, Baptist, Methodist, Christian, Seventh Day Adventist, Christian (Disciples of Christ) denominations, as well as other less well known religious groups.

By 1889, a large Episcopal church had been built in the 200 block of 25th Street and the Washington Avenue Methodist-Episcopal church stood upon the southeast corner of 26th Street and Washington Avenue. On the northwest corner of 30th and Washington was a Baptist church. An oversized lot on the northwest corner of 29th and Washington had been set aside for the construction of a

new Baptist Church; by 1899 the foundation of the church's lecture room already was in place. In 1891 a large Christian Church stood at 207 and 208 30th Street. Prominently situated at the corner of 34th Street and Washington Avenue was St. Vincent's Catholic Church. A newly constructed Methodist-Episcopal Church (that denomination's second house-of-worship in Newport News) stood at 126 37th Street. By 1896-1897, St. Paul's Episcopal Church (on the north side of 34th Street) and the First Presbyterian Church at 27th and West Avenue had been built. Two new Baptist churches, at 29th Street and Washington Avenue and at Orcutt Avenue near 26th Street (the Second Baptist Church) also had been constructed (Anonymous 1896-1897:20). All of these churches had white congregations.

Newport News' black churches included the First Baptist Church, which stood on the northeast corner of 23rd Street and Jefferson Avenue, and the Wesley Grove (or Christian) Church which was located at 384 Ivy Avenue. The First Baptist Church was established in 1864 by the Rev. Thomas Pool. Its house-of-worship (a large frame structure) originally was located at a site where 28th Street crosses the C & O railroad. Later, when the C & O's tracks were laid, the church was moved to 23rd Street and Jefferson Avenue, where it stood until October 1972 (Brown 1979:21). By 1896-1897, St. Paul's Methodist-Episcopal Church and the Antioch Presbyterian Church (between 24th and 25th Streets) also were in existence.

In 1899 a new Methodist-Episcopal church stood on the north side of 45th Street, between Lafayette and Virginia Avenues and the Second Presbyterian Church was located on the southeast corner of Roanoke Avenue and 26th Street. Between 1897 and 1899 two new churches were built by black congregations: the Zion African Methodist Episcopal Church (which stood near the corner of Jefferson Avenue and 24th Street) and the Chestnut African Methodist-Episcopal Church, which was in the vicinity of 25th and 26th Streets and Orcutt and Roanoke Avenues (Sanborn 1897-1899).

In 1903, a new Baptist church was under construction on the north side of 29th Street, between West and Washington Avenues, by which time the Trinity Methodist-Episcopal Church stood on the south side of 29th Street. The Lafayette Avenue Baptist Church and the Newport News Christian Church also were in existence by 1903. The Christian Workers Church was located on a lot facing Lafayette Avenue between 34th and 35th Streets. Between 1899 and 1903 the Methodist-Episcopal church on 45th Street was enlarged considerably and renamed the Grace Methodist-Episcopal Church.

At the turn of the twentieth century several new churches were built on the east side of the C & O's main line and certain previously existing churches had enlarged their facilities. St. Paul's African Methodist-Episcopal Church on 22nd Street had undergone a major expansion and the Mt. Calvary Baptist Church, a new house-of-worship, had been built on 32nd Street, between Jefferson and Madison Avenues. A black Baptist church had been

erected at the intersection of 29th Street and Oak Avenue. New Christian churches had been built on the northwest corner of Roanoke Avenue and 23rd Street and near the northeast corner of Roanoke and 24th. The Ebenezer Baptist Mission was still in existence, to the south of which was the Zion Union Apostolic Church.

By 1907 the First Presbyterian Church had been built on adjoining lots that were located on the north side of 32nd Street and a Baptist church stood at the corner of Newport News and D Street. A newly constructed Wesley Grove Christian Church faced north upon 19th Street, near Madison Avenue. The congregation of the Zion African Methodist Episcopal Church also had built a new house-of-worship, utilizing a previously vacant double-wide lot on 24th Street. A new Episcopal church was located near the northwest corner of Chestnut Avenue and 22nd Street, two blocks from a newly constructed Second Presbyterian Church. On the southeast corner of Roanoke and 26th Street was the Friends Church, which occupied the building that formerly had been the Second Presbyterian Church.

Between 1907 and 1912 the number of churches in the city of Newport News grew significantly. Black congregations worshiped at the Seventh Day Adventist Church (at 30th and Chestnut); Christian Churches (including the Christian Union [on the east side of Chestnut Street between 32nd and 33rd], Rising Star, and Wesley Grove Churches); St. Paul's Episcopal Church; Antioch Presbyterian Church (on 24th Street at Marshall); the Church of God-Holiness and St. Timothy's Church-Holiness (in the 700 block of 21st Street); and three Methodist churches (St. James [in the 1100 block of 31st Street], St. Paul's and the Walters Temple). Black Baptist churches included the Antioch, Baptist Union Mission, Beulah, First Baptist Church, First Baptist Church of Dawson City (on the south side of 18th Street), First Baptist Church-East End, Salem, Second Baptist Church, 6th-Mt. Zion Baptist Church (on 24th Street), Fountain, Macedonia, Mt. Lebanon, Mt. Moriah, Mt. Olive, Trinity (on 33rd Street), West End, and Zion. White churches and synagogues included the Seventh Day Adventists; the East End Christian Church; Grace and St. Paul's Episcopal Churches; Baptist churches (Second [at Orcutt and 25th Street], Tabernacle, Calvary, Riverview, and Newport News-First); Jewish (the Adath Jeshuram synagogue); the Disciples of Christ (on 24th Street near Roanoke Avenue and on 30th Street); the Trinity, Grace and Chestnut Avenue Methodist-Episcopal Churches; the Trinity and Trinity Chapel Lutheran Churches; First and Second Presbyterian Churches; St. Vincent DePaul Roman Catholic Church; and the Friends Pentecostal, Gospel Crusades, Sailors Churches (Anonymous 1912:21). By 1913 at least three black churches had changed their names. The Zion Methodist-Episcopal Church had become the Walters Temple of the A.M.E.-Zion Church; the Trinity Baptist Church was renamed the Church of God and Saints of Christ; and the Ebenezer Baptist Mission had become the Macedonian Baptist Church.

Even before the advent of Jim Crow legislation, blacks and

whites typically worshiped separately. By 1912 the number of black Baptist churches had grown significantly. It was around that time that black evangelists such as Elder Michaux and "Daddy" Grace began preaching and attracting a loyal following. Elder Michaux established St. Timothy's Mission and conducted baptismal services in Hampton Roads, near the Boat Harbor. "Daddy" Grace and his flock opened the House of Prayer for All People, which stood on Jefferson Avenue at 19th Street, and in 1928 they built a two-story stone and steel structure with a seating capacity of 5,000. The Rev. C. P. Dixon, another black evangelist, also had many loyal followers. One of the city's more colorful evangelists was "Bishop" E. M. Ogletree, a self-styled divine who claimed to have magical powers that enabled him to tell fortunes, cure the sick and drive away evil. Ultimately, he was arrested and fined, at which juncture he departed from Newport News (Katz 1969:256-257).

When Newport News was mapped in 1919 a number of changes were in evidence with regard to the city's churches. The congregation of St. Vincent's Roman Catholic Church had built a much larger house-of-worship and rectory, at the corner of Huntington Avenue and 33rd Street. During wartime St. Vincent's old church was converted to use by the American Red Cross. The Tabernacle Baptist Church's congregation had replaced their old house-of-worship (near the corner of Jefferson Avenue and 33rd Street) with a new one (on the north side of 30th Street). Two black churches had changed their names: the Antioch Presbyterian Church had become the Carver Presbyterian Church and the Second Baptist Church was renamed the Orcutt Avenue Baptist Church. The Seventh Day Adventists chapel on 24th Street, near Roanoke Avenue; the Chestnut Avenue Methodist-Episcopal Church at the corner of Chestnut Avenue and 25th Street; and a Seventh Day Adventist Church on 30th Street also had been built. The previously described new churches were built in response to the city's population growth and changing needs.

During the 1920s more new churches were built and formerly existing ones were expanded, as Newport News' religious leaders attempted to cope with rapid expansion in the city's population. On the west side of the C & O's tracks, the Grace Methodist-Episcopal Church (South) was erected on the southwest corner of Huntington and 51st Street and a new wing was added to the Calvary Baptist Church. On the east side of the main railroad line, the Calvary Christian Church was built upon a formerly vacant lot at the corner of 34th Street and Roanoke Avenue and the New Grafton Baptist Church (which congregation was black) was erected in the 3900 block of Roanoke Avenue.

During the early twentieth century a number of Newport News' religious groups undertook educational and charitable works as part of their ministry. Members of the Baptist faith ran the Ebenezer Baptist Mission and the Sailors Rest; they, along with the Salvation Army, provided for the less fortunate. In 1914 Lightfoot Solomon Michaux, popularly known as Elder Michaux,

opened St. Timothy's Mission. During World War I and the Great Depression, he and his followers operated soup kitchens for the disadvantaged. Another much-revered evangelist, Charles Emanuel ("Daddy") Grace, who opened the House of Prayer for All People, did good works in the community (Rouse 1969:53).

Newport News also had its share of church-operated educational institutions. St. Vincent's Roman Catholic Church by 1903 had a boys academy that stood on the southwest corner of Virginia Avenue and 35th Street. Between 1903 and 1907, the 33rd Street Public School was remodeled, expanded and converted into the Ryan School, a sexually-segregated parochial educational institution that also was operated by the Roman Catholic Church. By 1926 the Seventh Day Adventist Church on 30th Street had been converted into a school for blacks, which was operated by members of that denomination.

Most of the major downtown churches have managed to survive in Newport News despite declines in membership. Five churches are included in the list of Newport News' most significant architectural resources. They include St. Paul's Episcopal Church, St. Vincent's Catholic Church, First Baptist Church, First Presbyterian Church, and Trinity United Methodist Church. St. Paul's Episcopal Church and First Presbyterian Church are included in the oldest buildings in downtown Newport News since they were both constructed in 1899. First Baptist Church is the only one of the five that could not endure economically downtown; it closed its doors in August of 1989 and is now concentrated in the Denbigh section of the city. The five churches are outstanding examples of ecclesiastical architecture; they are all architect-designed.

Other historic religious institutions downtown include Calvary Baptist Church at 4700 Huntington Avenue and the Menonite Mission School Building at 3608 Huntington Avenue. The Church of the Nazarene at 4615 Huntington Avenue has been remodeled for United Steelworkers of America offices. The Greek Orthodox Church at the southwest corner of West Avenue and 26th Street is architecturally significant but could not be included in the study as it is less than 50 years old. Sadly, the 1882 Union Chapel, which served as the first permanent location for downtown protestant religions, no longer exists.

HISTORICAL THEME: EDUCATION[52]

Although Benjamin Syms of Elizabeth City in 1635 bequeathed land and cattle toward the establishment of a free school for the poor children "from Marie's Mount [Daniel Gookin's Newport News plantation] to the Poquoson," opportunities for education in

---

[52]This theme relates to educational activities and institutions, both public and private. Resource types include one and two room schools, consolidated schools, academies, colleges and universities.

Virginia during the seventeenth century were extremely limited. Throughout the colonial period the children of Warwick County (as elsewhere in Virginia) would have received their education privately, from their parents, tutors or local parish clergyman. Orphans and poor children who were bound out as apprentices sometimes were taught how to read and write. Though some colonists, such as merchants and tradesmen, took on apprentices with whom they shared their knowledge, generally speaking, educational opportunities were available only to the privileged few. The sons of some relatively wealthy planters were sent to England to be educated. The establishment of the College of William and Mary at Middle plantation (later Williamsburg) in 1683 constituted Virginia's first public institution of higher learning and the only public educational facility that was available in the colony.

Subsequent to the close of the American Revolution and the Disestablishment of parish churches, glebe farms which had provided support to Anglican clergymen were sold off and the funds derived from their sale were used to support education on the county level. Former Anglican churches sometimes were converted to use as county schools or academies during this period. In 1832 Warwick County provided $20 toward the education of the county's poor children. There was a common school at the Warwick Courthouse in 1836 (Jester 1961:159).

At the close of the nineteenth century, small local schools were widely distributed throughout Virginia. Typically, classes were held in a one-room schoolhouse that all grades shared. During that era, and until the 1950s, Virginia's public schools were racially segregated. In 1880 the Old Dominion Land Company donated two sites for public schools. One (which was for white children) was located on 28th Street, between Washington and Lafayette Avenues; the other, which was for blacks, was on 22nd Street, between Jefferson and Madison Avenues. Money for school construction was advanced by the Old Dominion Land Company, which later was repaid. Outside of the city limits, there was a public school at Gum Grove or Morrison (Jester 1961:159). By 1891 the modest-sized school house on 28th Street had been replaced by a large public school building (School No. 1), which covered two adjacent lots. Concern for seeing that the children of shipyard workers were educated properly prompted Collis P. Huntington to construct a grade school and playground on Washington Avenue between 35th and 36th Streets in 1891. In 1896, when Newport News became an incorporated city, its first school board members and a superintendent of schools were selected. Overcrowding of the city's two original schools led the school board to rent rooms in the First National Bank building to handle the overflow of white students. They also rented another building as a black school (Jester 1961:159).

According to the Newport News city directory for 1896-1897, there were then four schools for whites and three schools for blacks. White schools included the Central School (at Jefferson

Avenue and 25th Street), the Lakeville School No. 2 (at 24th Street and Roanoke Avenue), School No. 1 (at 28th and Lafayette), and the 17th Street School (near Washington Avenue). Black schools consisted of the Antioch Mission (which name implies it was church-supported), Lakeville Public School No. 2 (on Oak Avenue near 28th Street), and the 22nd Street School (at 22nd and Jefferson) (Anonymous 1896-1897:12). The 22nd Street School, which was built by 1889, was located on the east side of the C & O's main line. It consisted of two school houses that were built on adjoining lots on 22nd Street, between Jefferson and Madison Avenues. These school houses stood on the property that had been donated by the Old Dominion Land Company in 1880 (Jester 1961:159).

Thanks to the fact that the city's public education program showed improvement, in 1899 Huntington's privately supported grade school was converted into a kindergarten for shipyard employees' children. The kindergarten remained open until 1926 (Jester 1961:159-160). Prior to 1899 the Newport News High School was built in the block enclosed by 31st and 32nd Streets and Lafayette and Washington Avenues. A high school of identical name, which had a large athletic field, was constructed by 1926, encompassing the blocks between 30th and 32nd Streets and Virginia and Huntington (Lafayette) Avenues.

Several new schools were built in the city of Newport News at the turn of the twentieth century. On the west side of the C & O's tracks, construction of the 33rd Street Public School was underway by 1903, at a site close to Virginia Avenue. The 46th Street Public School (later enlarged and renamed the Stonewall Jackson School) also was in the process of being built. The St. Vincent's Boys Academy (a parochial school) then stood on the southwest corner of Virginia Avenue and 35th Street. By 1907 the 33rd Street Public School had been remodeled, expanded and converted into the Ryan School, a parochial educational institution for boys and girls. The Central School (which accommodated elementary and high school pupils) was built in 1899. In 1910 it was renamed the John W. Daniel Public School in commeration of a Confederate hero and U. S. Senator. The school was located in the center of the block enclosed by Huntington and Washington Avenues and 31st and 32nd Streets (Brown 1979:48).

In 1899 the 23rd Street Public School (later known as the John Marshall School) occupied several lots in the block formed by Madison and Marshall Avenues and 23rd and 24th Streets, on the east side of the C & O's main line. By 1903 a new public school, the Bankhead Magruder Grade School, had been constructed on the north side of 22nd Street, between Chestnut and Roanoke Avenues. Between 1907 and 1913 the Thomas Jefferson School was built on 30th Street and the 28th Street Public School was renamed the George Washington School.

The Newport News City Directory for 1912 reveals that within the city's limits there were six schools for white youngsters and

three schools for blacks. Those for whites included the Bankhead Magruder School, the George Washington School, the John W. Daniel School, the Stonewall Jackson School, the Thomas Jefferson School, and the high school. Educational facilities for blacks included the Acre School (at 18th Street and River Road), the Booker T. Washington School, and the John Marshall School. In Warwick County was the George Wythe School (at Cottonwood and 25th Streets), which was for whites, and a school for blacks, which was located in the vicinity of Salters Creek and Ivy Avenue (Anonymous 1912:20-21).

By 1919 the Joseph M. Parmer School, on the south side of 18th Street and to the east of the C & O tracks, had opened its doors. The Walter Reed High School also had been constructed upon a series of vacant lots that fronted upon Wickham Avenue at 24th and 25th Streets; later it became the Wickham Avenue Neighborhood Facility. At the corner of Oak (Norwood) Avenue and 29th Street was the Newport News Training School for Negroes. Close at hand was the Booker Nursing School, which facilities were located on the south side of 30th Street, between Chestnut and Oak Avenues. The Virginia State School for Colored Deaf and Blind Children, which campus was on the north side of 29th Street, to the south of Shell Avenue, was in operation by 1919 and is still in existence as the Virginia State School for the Deaf and Blind. In 1919 its facilities included dormitories, a dining hall, an industrial building, a superintendent's home, a variety of outbuildings; and the Elizabeth Houston Hospital (Sanborn 1919).

Prior to 1926, the Huntington High School and its athletic field had been constructed at a site below 16th Street, between Madison and Marshall Avenues. Meanwhile, the Joseph M. Parmer School, on the south side of 18th Street, had been enlarged and renamed the 18th Street School. On 30th Street, the old Seventh Day Adventist Church had been converted to a church-run school. To its north was the Brookville School, which had been built on the northwest corner of 41st Street and Orcutt Avenue. All of these schools were for blacks.

During the late nineteenth and early twentieth centuries, private educational facilities were available in Newport News and Warwick County. Col. Ham held classes in the Morrison area and Mrs. W. W. Harwood operated the Newport News Female Seminary, a girls boarding and day school that was located in the 200 block of 29th Street; it survived until 1902. By 1897 Col. E. W. Huffman was operating a school for boys, called the Newport News Military Academy, utilizing the old Lafayette House on Huntington Avenue and 27th Street; later the school relocated to a site overlooking Hampton Roads. The Newport News Academy, run by Richmond College and partially supported by George Ben West, offered classes in the old bowling alley building on the Casino grounds. Its classes were phased out when the quality of public education improved (Jester 1961:160-161).

The Newport News Shipbuilding and Dry Dock Company's

Apprentice School, a trade school which provides the equivalent of a junior college education, has been in operation since 1911. It was the successor of an earlier apprentice system at the shipyard (Jester 1961:163).

School consolidation, which occurred throughout Virginia during the second quarter of the twentieth century, led to the replacement of one-room schools and other small educational facilities with larger buildings and complexes that were designed to serve as elementary and secondary schools. Throughout this period, separate school facilities were maintained for blacks. In the 1950s, when the United States Supreme Court ordered school desegregation, Virginia's school facilities were consolidated still further.

During World War II the federal government inaugurated a national defense training program. In Newport News, shops in the unoccupied George Washington School on 28th Street and in the Newport News High School were outfitted for use. There, pre-employment training classes were offered in sheet metal work, drafting, electrical work and other fields related to the defense industries. Advanced instruction was offered to persons who already were employed. Between 1940 and 1945 an estimated 9,350 men and women received instruction in ca. 31 trades and technical subjects as part of the Newport News defense training program (Jester et al 1948:106).

In 1961 the Christopher Newport College, a two-year branch of the College of William and Mary, opened its doors to students. Its first home was the John W. Daniel Elementary School on 32nd Street. In 1977 Christopher Newport moved to its own campus and attained full accreditation as a four year college (Rouse 1986:102; Jester 1961:163).

Educational facilities still exist in downtown Newport News though the buildings are slowly being abandoned as schools. Three buildings may be included in Newport News' most significant architectural resources. The largest and most imposing building remaining is the old Newport News High School, located at 3000 Huntington Avenue. The building was designed by architect Charles M. Robinson and constructed in 1922. The school property occupies two entire City blocks. In 1982 the Newport News Shipbuilding and Drydock Company purchased the property and converted it to a Navy housing and recreation center.

Another prominent educational landmark downtown is Peninsula Catholic High School, formerly St. Vincent's School for Girls. The school consists of three buildings: the convent, the original girls' school, and the new school for both boys and girls constructed in 1931. The school is currently working on a capital improvement plan to construct a new building in a more suburban location. They hope to leave downtown Newport News by 1995.

The third educational building downtown is the Newport News Female Seminary, located at 223 29th Street. This Romanesque brick building was used to house one of Newport News' first private schools from 1894 until about 1900. It currently operates as a drug and alcohol rehabilitation home for women. The Newport News Seminary building is one of four of the oldest dwellings in the downtown.

HISTORICAL THEME: SOCIAL/CULTURAL[53]

During the earliest years of settlement in Virginia, there was relatively little opportunity for purely cultural and aesthetic expression due to the rigors of frontier life. By the fourth quarter of the seventeenth century, however, when settlement became more firmly established and the colony, more populous, parish churches, county courthouses and plantation homes served as the primary social and cultural institutions. This pattern was to prevail until after the Civil War. In general, an elaborate network of social, economic and political connections existed among members of comparable social status.

According to narrative accounts, Virginians of the working class interacted socially during the course of their labor and within the context of their immediate and extended families. Within the wealthier element of society, where individuals were often related by birth or marriage, associations were forged that served to strengthen social, economic and political ties. Often, the same men who functioned as burgesses or county officials, such as justices, naval officers or sheriffs, also served together as parish vestrymen, thus reenforcing the link between church and state. As members of an elite class, they also mingled together socially within the larger context of plantation society. Well-to-do families participated in purely artistic pursuits such as music and dance, painting and sculpture, as they had both the leisure time and financial support that enabled them to indulge their cultural interests. Tutors, traveling painters and sketch artists, musicians and dancemasters introduced into Virginia homes the cultural fads and fashions of Great Britain and the Continent.

Because an ample amount of disposable income was available within the upper ranks of society, aesthetic values also found expression in the built environment. Elaborate architecture, complex landscape design and the decorative arts were media

---

[53]Resource types included in this theme include fraternal and social meeting halls, community centers, theatres and concert halls, places associated with writers, artists and performers, resorts, amusement parks, zoos, sports facilities and other buildings and sites associated with entertainment, leisure activity and recreation. Architectural monuments, parks, gardens, and landscaped cemeteries also are included, as are town and village plans, urban design, planned communities and company towns.

through which genteel families could display their wealth and sophistication. After the Civil War, though plantation society deteriorated, many of the old patterns of social interaction persisted.

The citizens of Newport News, from the time the town first was established, congregated for fellowship and social/cultural exchange. Where and how these individuals spent their time depended upon many factors, including socio-economic status and the availability of disposable income, ethnic origin and the desire to express social, cultural and aesthetic values. Newport News' residents could avail themselves of a broad range of social and cultural opportunities, ranging from saloons and bordellos to the city's theaters and opera house. During the late nineteenth and early twentieth centuries social clubs and community and fraternal organizations also were popular. Artistic ideals took shape in the design of parks, recreational facilities, museums, and architectural monuments, and found expression in cemeteries and community planning.

When Newport News was crowded with railroad and dock workers, neighborhood saloons were one of the most popular gathering places. In 1885 there were two saloons on B Street (convenient to the piers and railroad yard) and a saloon and billiard parlor on 24th Street, to the east of the Hotel Warwick. During the late 1880s, Newport News' saloons proliferated. A dwelling on B Street was converted into a saloon, two new saloons were built on 23rd Street (to the east of Lafayette [Huntington] Avenue), and a third saloon was constructed on 25th Street. According to Parke Rouse, most of Newport News' licensed bordellos were on 24th Street, between the downtown and Warwick Avenue, and the city's saloons were concentrated along Washington and Huntington Avenues, between 23rd and 25th Streets (Rouse 1986:122).

Saloons were even more numerous on the east side of the C & O's main line. One was located near the rows of tenements that flanked both sides of Warwick Avenue, in the vicinity of 23rd and 24th Streets, and eleven others plus a beer garden, were situated along Jefferson Avenue, near the tenements on 21st and 22nd Streets. By the early 1890s, three new saloons had been built on Warwick Avenue and on 23rd Street they were interspersed with dwellings, boarding houses and commercial buildings. Those who lived on sparsely populated Ivy Avenue also were convenient to neighborhood saloons.

By 1897 a saloon on A Street faced the railroad tracks, and on the northeast corner of Washington Avenue and 24th Street was a large building shared by an unlikely threesome: a saloon, a liquor store and the Salvation Army. To the east, along the north side of 23rd Street was a row of seven saloons. Samuel Buxton, Sr., who visited Newport News in 1896, recalled that there were "50 or more saloons on Washington and Huntington Avenue." He also said that he avoided Hell's Half-Acre, just below the railroad station, because "it was correctly named" (Rouse 1990).

In 1916 saloons were abolished by Virginia law and four years later came the passage of the Prohibition Amendment to the U. S. Constitution. At this juncture, the buildings that formerly had housed saloons were abandoned or converted to other uses. A dance hall was built on 20th Street, between Warwick and Jefferson Avenues, and many of the neighborhoods on the east side of the railroad tracks had pool rooms.

Besides its saloons and bawdy houses, early Newport News offered other forms of entertainment. By 1897, the Baron's Theater and Beer Garden and the Liverpool Variety Theater and Saloon stood on the north side of 23rd Street, to the east of Washington Avenue. The Johnson Opera House was nearby, on Washington Avenue. Samuel Buxton, Sr., wrote that in 1896 Newport News had vaudeville, burlesque and minstrels which "were at their best or their worst. . . . There was little left to the imagination in the acts presented" (Rouse 1990). Within two years, Newport News had its own opera house, the Academy of Music, which stood on the northeast corner of 33rd Street, near St. Vincent's Catholic Church. Among the many major performers who appeared at the Academy were Otis Skinner, Al Jolson, W. C. Fields, DeWolf Hopper, and Maude Adams, as well as famous musicians, magicians and lecturers. Shakespearean performances and Broadway shows also were presented at the Academy of Music. The English Grand Opera Company and theatrical stock companies put on several productions there (Rouse 1990).

By 1919 the blocks along Washington Avenue, between 30th and 34th Streets, had become Newport News' entertainment district. The Imperial, Palace and Olympic Theaters were located on Washington Avenue, between 31st and 32nd Streets. In the next block to the north a former automobile garage had been converted into a vaudeville theater. In 1919 a movie theater was being built across the street from the Academy of Music.

Arts and entertainment centers also were in existence on the east side of the C & O's main line, in neighborhoods that were predominantly black. In 1893 the Warwick Theater (a movie house) stood on the southwest corner of 22nd Street and Warwick Avenue, on the outskirts of a residential neighborhood. In 1897 the Sanborn Insurance Company's agents made note of the fact that the Warwick Theater had both stage and screen performances and that smoking and beer-drinking were permitted on the premises. By 1919 movie theaters had been built on the southwest corner of Jefferson Avenue and 22nd Street and on the southeast corner of Warwick and 25th.

Another of early Newport News' cultural amenities was a local newspaper. On April 21, 1883 Cash Thomas commenced publishing <u>The Wedge</u>, which he printed at the Hotel Warwick. Prior to 1897 Elizabeth and Sally Clarke began publishing the <u>Daily Ticket.</u> None of these early papers survived for very long. Charles E. Thacker, a Petersburg man with experience in the newspaper

business, started the Daily Press with the financial backing of stockholders. Later, the same publishers produced an afternoon paper called the Evening Telegram. In 1897 the office of the Daily Press and Telegram stood on the northeast corner of Lafayette and 23rd. Rival papers called the Herald and the Times also were published during this period. Eventually, the Daily Press, Inc. acquired its rival publications and began producing the Times-Herald (Jester 1961:127,130).

Besides congregating to drink, shoot pool, carouse or to indulge in more culturally sophisticated pursuits, the citizens of Newport News sought fellowship through memberships in social and fraternal organizations. The common bond among the members of certain groups was ethnicity or religious faith, whereas others' special interests pertained to professions, trades or military service. The Newport News city directory for 1912 listed the following organizations which had meeting units in Newport News: the Masons, the International Order of Odd Fellows, the Knights of Pythias, the Brotherhood of the Paternal Order of Elks, the Royal Arcanum, the International Order of R. M., the Improved Order of Heptasophs, the Ancient Order of United Workmen, the Knights of the Maccabees, the Jr. O. U. A. M., the Ladies of the Maccabees, the Woodmen of the World, the Fraternal Order of Eagles, the Modern Woodmen of America, the Hebrew Aid Society, the Order Brith Abraham, the Independent Order Brith Abraham, the Independent Order of the Sons of Abraham, the Young Men's Hebrew Association, the Grand United Order of the Sons and Daughters of Peace, the Association of Confederate Veterans, the United Daughters of the Confederacy, the Young Men's Christian Association (Y.M.C.A.), and the Ancient Order of Hibernians. There also were trade unions and associations of pilots, medical personnel, and other work-related groups (Anonymous 1912:21).

At the turn of the twentieth century, the Salvation Army still occupied part of the large building on the northeast corner of Washington Avenue and 24th Street and a Y.M.C.A. was located on the north side of 32nd Street. During World War I the Y.M.C.A. moved to a building on Huntington Avenue, between 31st and 32nd Streets; by 1926 that structure had been converted into the Odd Fellows Hall. In 1919 the Masonic Building was located on the northwest corner of 33rd Street and Washington Avenue and the Boy Scouts of America had their headquarters at a site on 24th Street, between West and Huntington Avenues. By that time, the Lyndhurst Hotel had been converted into a Moose Hall. During wartime, the Army/Navy Officers Club stood on the banks of the James River, near 33rd Street, and a Salvation Army Club was located on 36th Street, just west of Huntington Avenue. Both facilities were vacated after the war.

During World War II many of Newport News' social and fraternal organizations took an active role in the war effort. The city's Woman's Club sponsored local entertainment and relinquished their club house to the Hampton Roads Port of Embarkation for use as an Officers Club. Members of Delta Kappa

Gamma (a women's educational fraternity) acted as foreign language interpreters and assisted with rationing and registration programs, whereas the city's Parent-Teacher Association gathered and packed clothing for foreign relief, sold war bonds, and provided activities for children. The local chapter of the American Association of University Women taught first aid classes, served as nurses aids, and worked in the shipyard. Members of the Hiram Abiff Lodge No. 90 A.F. and M. (black Masons) served as air raid wardens and were members of Selective Service boards. Five Jewish women's organizations united to work for the Red Cross and the Travelers Aid and sponsored numerous community activities. Other groups that performed important charitable activities during the war included the Rotary Club, the Jr. Woman's Club, the Chamber of Commerce and the Coast Guard Auxiliary (Jester et al 1948:121-125).

Recreational and sports facilities became available to the citizens of Newport News during the early 1880s, when the Casino or Warwick Park was laid out in front of the Hotel Warwick, overlooking the James River. Its facilities included a bowling alley, ballroom, bath houses, a billiard parlor, a cafe and meeting rooms. Between 1899 and 1903 the Warwick Casino was renovated to accommodate a vaudeville theater. On the east side of the city, overlooking Hampton Roads, was a bath house that was located in close proximity to the Elizabeth Buxton Hospital. Between 1907 and 1913, the Horwitz Ball Park (a baseball diamond) was constructed on 28th Street between Orcutt and Wickham Avenues. It the first such recreational facility of its kind in Newport News.

Between 1903 and 1907, two small buildings on Washington Avenue, between 28th and 29th Streets, were razed to make way for the construction of Washington Square, Newport News' first park. A green space that encompassed half a city block and fronted on Washington Avenue, the park contained a fountain. Huntington Park, on the James River, and Lincoln Park, on Hampton Roads, were set aside for recreational use during the second quarter of the twentieth century, when public facilities were racially segregated. The Peterson Yacht Basin and the Small Boat Harbor also were available to accommodate pleasure boats (Jester 1961:165-166).

The Mariners Museum, which was established and endowed by Archer M. Huntington in 1930, was constructed in an 880 acre park. The museum not only contains displays and interpretive materials relating to nautical subjects but also an extensive library. The War Memorial Museum, located in Huntington Park, features the American wars since 1917. The city also has several libraries which are publicly supported (Jester 1961:167).

Another culturally significant feature in the city of Newport News is the architectural monument known as the Victory Arch, which was erected in recognition of the men who had gone overseas to fight in World War I. Built through public subscription, the

original Victory Arch was constructed of wood that was covered with plaster. It was unveiled on April 13, 1919 amid considerable fanfare. Due to the fact that the Victory Arch's fabric was in a deteriorating condition the original wooden monument was replaced with a stone replica that was dedicated on May 30, 1962 (Brown 1979:29).

During the mid-1930s historian W. T. Stauffer wrote about still another type of commemorative monument that had deteriorated or been destroyed: Newport News' early cemeteries and burial grounds, some of which had been in use for several generations. He wrote that the Cary family cemetery, which had been in use since at least the late eighteenth century, was located in the vicinity of Celey's plantation (between Salters Creek and the C & O right-of-way), near the northwest corner of Kecoughtan Road and Sycamore Avenue. Stauffer reported that when Kecoughtan Road was cut through, human bones had been disintered. During the early twentieth century the beer garden of Leo Schultz was built upon the surviving portion of the Cary family cemetery. Later, the Trinity Lutheran Church held Sunday School services on the old graveyard site (Stauffer 1935:262).

Stauffer also wrote that there had been a public graveyard on the bluff of the James River, near the mouth of Salters Creek, close to the bridge that during the 1930s carried the Boulevard streetcar line across Salters Creek. Poor whites and a few blacks and Indians were interred in that cemetery, which burials were removed by the federal government when Camp Stuart was established. The Burk tract, which was near the previously described cemetery, contained three burying grounds. One of these was the private graveyard of the Taylor and Green families; it lay close to the river bank, within the grounds of the Dodge Plant and the extended right-of-way of Orcutt Street. The Taylor-Green cemetery contained grave mounds and nameless tombstones that were still intact at the time of World War I. When the acreage containing the Taylor-Green cemetery was taken over by the federal government for the construction of Camp Stuart, Edward T. Ivy reportedly had most of its burials removed to the Greenlawn Cemetery. The second graveyard that was located on the Burk tract was open to the public. It was situated between Madison and Marshall Avenues, within what became the right-of-way of 21st Street. At first, the cemetery was used predominantly by whites; later, blacks were interred there. According to Stauffer, this public graveyard was in general use until the establishment of the Greenlawn Cemetery Association. Later, dwellings were built on top of the old graveyard and eventually, 21st Street was extended through it. The third cemetery that was located on the Burk farm was that of the Burk family. It was located on the bluff about 200 feet east of where Roanoke Avenue (if extended) would reach the shore of Hampton Roads. In 1934 W. T. Stauffer reported that William Burk's descendants still retained the title to this graveyard, along with a perpetual right-of-way (Stauffer 1934:128,339).

According to the Newport News city directory for 1896-1897, the city then had two public cemeteries within its limits: Green Lawn (Greenlawn) and Mt. Zion. The Greenlawn Cemetery, which was in the vicinity of Salters Creek, was situated in both Newport News and Elizabeth City County (Sanborn 1926). By 1912, Newport News had three cemeteries: Green Lawn, Mt. Zion, and the Hebrew Cemetery (at Franklin Avenue and Riverview) (Anonymous 1896-1897:12; 1912:20-21). In 1935 W. T. Stauffer reported that within a triangular-shaped piece of land that was bound on the north by the old county road, on the east by the eastern fork of Salters Creek, and on the southwest by Dixon Run and Mill Marsh, were three cemeteries: Greenlawn, Pleasant Shades and Holly Grove (Stauffer 1935:131).

Just as cemeteries typically are laid out in an organized fashion, the land that comprises the modern city of Newport News encompasses two planned towns, both of which were surveyed and laid out according to a gridiron plan. These two planned communities were Warwick Town, which was established by law in 1680, and the town of Newport News, which was laid out two hundred years later.

During the late seventeenth century, English officials vigorously promoted the creation of planned towns in Virginia, for they believed that the colony's economy would be strengthened by aggregate settlement. In response, the Virginia legislature passed a series of Town Acts in 1680, 1691 and 1706, creating port towns at specific locations in each of the colony's counties. In June 1680, when the House of Burgesses passed the first of these three acts, one of the sites selected was on the eastern bank of the Warwick River at Deep Creek, on Samuel Mathews' land. This new planned community was to be called Warwick Town. Each of the colony's planned towns, which were 50 acres in size, were surveyed into lots soon after the enabling legislation was passed. Promotional incentives were designed to stimulate the towns' development. Individuals who purchased lots and constructed buildings upon them within two years were exempt from military service and received tax benefits on trade. They also were to be immune from prosecution for indebtedness for a limited amount of time (Hening 1809-1823:II:471-478; Reps 1972:67).

The 1680 town act eventually was suspended, but similar legislation was passed in 1691. Again, Warwick Town was designated an official port. By that time, some of the towns created a decade earlier had become well established, whereas others had not. The text of the 1691 act reveals that Warwick Town had begun to develop, for there were "several houses there built, together with a brick court house and prison" (Hening 1809-1823:II:508;III:60). However, Warwick Town never really prospered and as development gradually shifted inland, Warwick County's citizenry petitioned the Virginia Assembly to relocate the county seat to a more convenient site on Stony Run. In 1807 the old courthouse was in ruins and the only other building in Warwick Town was a dwelling that belonged to a tavern-keeper (Warwick

County Legislative Petitions 1784-1858).

The second planned town which acreage is encompassed by modern Newport News is the original town of Newport News, which was established by Collis P. Huntington. On October 19, 1880, the Old Dominion Land Company was organized to take over the excess property and land options held by Huntington on behalf of the C & O Railroad. Eugene E. McLean of New York, who was the Old Dominion Land Company's engineer, made a map of the proposed town of Newport News, which was laid out according to a grid plan, taking into account the right-of-way of the C & O's tracks. The town's numbered streets ran approximately east and west and its avenues extended approximately north and south. Lots measured 25 feet wide by 100 feet deep. The town commenced developing between 18th and 28th Streets, from which point growth fanned out to both the east and north. Below 22nd Street were the C & O's docks and railroad yards (Newport News Public Library System 1982:5-9; Rouse 1969:41; Jester 1961:114-115). The Old Dominion Land Company, as a means of promoting the development of Newport News, donated land on which a variety of community facilities were built. Company officials also set aside as a public recreational area six undeveloped blocks along the James, between 24th and 30th Streets. During the late 1880s the Old Dominion Land Company established the Newport News Light and Water Company to provide those utilities to the public (Jester 1961:121,187; Newport News Public Library System 1982:5-9).

Another type of community planning that occurred in Newport News was the design and construction of subdivisions and housing projects that were undertaken to meet critical housing shortages. During World War I, when the city's population expanded rapidly, thanks to an influx of shipyard workers, the Newport News Shipbuilding and Dry Dock Company acquired the Pembroke Jones farm or Hilton Tract, where it built 500 houses in the style of an English village. The development, Hilton Village, which was open for occupancy in July 1918, was completed by October 1919. It was the first major housing development to be built in Warwick County as well as the nation's first government-built planned community (Jester 1961:140-141,191). World War I also saw the construction of many insubstantial dwellings for blacks, hundreds of tenements that became the city's future slums. As thousands of blacks sought jobs in Virginia's wartime industries, real estate firms cashed in on the housing shortage by rushing to completion block rows of temporary flats. These buildings were bleak, unpainted and little more than shacks. Bloodfield, one of the largest slum districts in Virginia, offered refuge to nearly half of the city's blacks during the war (Katz 1940:336-337).

During World War II the city again experienced a population explosion. In 1941, 976 housing units called Stuart Gardens were constructed at the old Camp Stuart site by the Defense Homes Corporation, in an attempt to meet the housing shortage that occurred when the population of Newport News expanded 77.2 percent. Other planned communities or housing projects that were

built at this time included St. James Terrace, Seven Oaks, Marshall Courts, Orcutt Homes, Harbor Homes, and Lassiter Courts. In Warwick County, Ferguson Park, Beacondale, Betsy Lee Gardens, Sussex Hilton, East Hilton, North Hilton, Hilton Park, Maury Place, White Oaks and Huntington Courts were constructed, whereas Copeland Park and Newsome Park were built in Warwick and Elizabeth City Counties (Brown 1979:20; Jester et al 1948:70).

Social and cultural activities associated with the middle and upper class citizens have declined in downtown Newport News since the move of many of those citizens to more suburban locations; such activities are mostly limited to church-related functions or events sponsored irregularly by the large employers. Restaurants and gathering spots for downtown workers seem to hide behind new facades. Artificial materials now cover glass display areas and tiny openings replace large historic windows, giving whole blocks a clandestine appearance.

Cultural groups such as the theater company, "St. Paul's Players", are attempting to overcome the current reputation of the area with their professional level of quality entertainment. Also, the study area borders the North End National Register Historic District with an active association that sponsors cultural and fund raising activities.

There are four historic buildings in the project area associated with social and cultural activities that should be included in the list of Newport News' most significant architectural resources. The four buildings represent a wide range of cultural activities important in the city's development.

The first building, the Hotel Warwick, was listed on the National Register of Historic Places October 4, 1984. The hotel, actually an annex to the original hotel, is significant for its association with the Old Dominion Land Company (Collis P. Huntington's development company) and as a Newport News' only remaining example of the eclectic commercial architecture of the 1920s and 1930s.

The social/cultural resource, the Masonic Temple, constructed in 1922, was built as Newport News' tallest building and was a successful venture of Bremond Lodge #241 (Masonic order) for many years. It is easily recognizable as a fraternally-associated building with its fourth-floor and fifth-floor assembly rooms. The Masons performed cornerstone laying ceremonies for many of the city's more prominent buildings, such as First Presbyterian Church, St. Paul's Episcopal Church, and of course, their own Masonic Temple (Evans: 31).

The third building representing important social/cultural events in downtown Newport News is the Palace Theater. The theater was constructed in 1940 as a state-of-the-art movie palace; it replaced an 1899 building used as the Palace Theater on the same site. The edifice is the last large theater in downtown

Newport News, representing an era when attending movies was a phenomenon. (Two other commercial buildings that originally housed theaters but were later remodeled are the Young Men's Shop at 3107-09 Washington Avenue which contained the Imperial Theater by 1926 and the Oser building at 3211-3213 Washington Avenue that contained the Fairy Land moving picture theater as early as 1907.)

The Y.M.C.A. building, located at 211 32nd Street, represents another important area of social/cultural life in downtown Newport News. The building is an outstanding example of Renaissance Revival architecture. The building was constructed as a "Y", sold to the International Order of Odd Fellows in 1923 and repurchased for use as a "Y" in 1943. The building still continues to serve the public; it is now known as the International Seaman's Friend House offering recreational facilities and pastoral counseling services to visiting seamen.

NEWPORT NEWS' MOST SIGNIFICANT ARCHITECTURAL RESOURCES

After evaluating 298 structures within the study area, the following 25 structures and 1 district are considered to be Newport News' most significant architectural resources (Figure 9). Two resources, the Riverside Apartments (with two buildings) and the Hotel Warwick, are already on the National Register. The first Baptist Church was declared eligible for the National Register on December 9, 1986. A National Register nomination was never prepared for the church. Draft National Register nominations have been prepared for both the Newport News Post Office and Custom House and for the Newport News Shipbuilding and Drydock Company. The National Register process was never completed for either. Five of the structures are not considered eligible for the National Register under its strict criteria. However, all structures on the list are worthy of consideration for local landmark status. Detailed histories and architectural evaluations for each structure may be found on survey forms in Volume Two of this report. Evaluation of the Casino Park Historic District follows this section.

TYPE AND NAME	RECOMMENDED NATIONAL REGISTER ELIGIBILITY
CHURCHES:	
St Paul's Episcopal Church 221 34th Street	Eligible
St. Vincent de Paul Catholic Church 230 33rd Street	Eligible
First Baptist Church 119 29th Street	Eligible 12/09/86*
First Presbyterian Church 215 32nd Street	Eligible
Trinity United Methodist Church 228 29th Street	Eligible

Newport News' Most Significant Architectural Resources

1. Riverside Apartments, 4500-4600 Washington Avenue
2. Meena Commercial Block, 3606-3614 Washington Avenue and 204-208 37th Street
3. St. Paul's Episcopal Church, 221 34th Street
4. Peninsula Catholic High School, 332 34th Street
5. Jamestown Metal - Marine Sales, Inc. and Brown Manufacturing Company (Coca-Cola Bottling Works, Inc.), 3200-3300 Huntington Avenue
6. Huntington Hall (Newport News High School), 3000 Huntington Avenue
7. Guaranteed Foods, Inc. (Newport News Buick), 3001 Huntington Avenue
8. National Guard Armory, 2901 Warwick Boulevard
9. Youth Challenge (Newport News Seminary), 223 29th Street
10. Trinity United Methodist Church, 228 29th Street
11. Pier 15
12. Riverside Paper Supply Company (S. W. Holt & Company), 128 23rd Street
13. Hotel Warwick, 2410 West Avenue
14. U.S. Post Office / District Court House (Newport News Post Office and Customs House), 101 25th Street
15. First Baptist Church, 119 29th Street
16. Stearnes House, 2904 West Avenue
17. Medical Arts Building 2901 West Avenue
18. Newport News Public Library, West Avenue Branch, SW corner of 30th Street and West Avenue
19. Palace Theater, 3114-3116 Washington Avenue
20. First Presbyterian Church, 215 32nd Street
21. International Seamen's Friend House (Y.M.C.A.), 211 32nd Street
22. Nachman's Department Store, 3201 Washington Avenue
23. St. Vincent de Paul Catholic Church, 230 33rd Street
24. Masonic Temple, 3301 Washington Avenue
25. Newport News Shipbuilding and Drydock Company (covers multiple buildings; area described elsewhere in this report)
26. Casino Park Historic District (covers multiple buildings; area described elsewhere in this report)

Map Source: United States Geological Survey

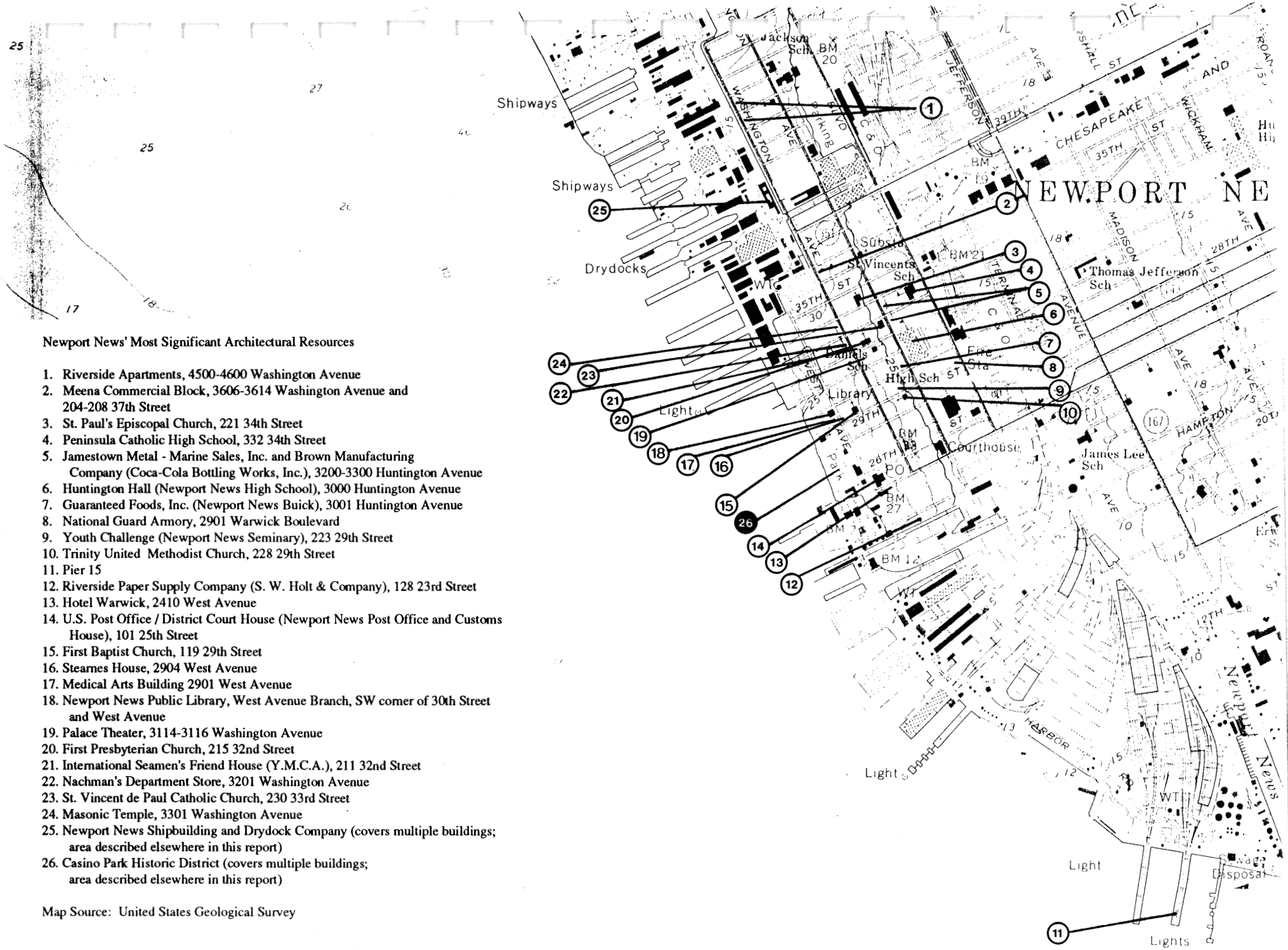


Figure 9

FEDERAL BUILDINGS	
Newport News Post Office & Custom House 101 25th Street	Eligible **
SCHOOLS	
Newport News High School 3000 Huntington Avenue	Not eligible
Newport News Seminary 223 29th Street	Eligible
Peninsula Catholic High School 332 34th Street	Eligible
INDUSTRIAL	
Pier 15 southern tip of deepwater terminal	Eligible
S.W. Holt and Co. 128 23rd Street	Eligible
Coca-Cola Complex 3200-3300 Huntington Ave.	Eligible
Newport News Shipbuilding and Drydock Company	Eligible ***
HOTELS	
Hotel Warwick 2410 West Avenue	Registered 10/04/84
DWELLINGS	
Stearnes House 2904 West Avenue	Eligible
APARTMENTS	
Riverside Apartments 4500-4600 Washington avenue	Registered 7/28/83
FRATERNAL	
Masonic Temple 3301 Washington Avenue	Not Eligible
OFFICE	
Medical Arts Building 2901 West Avenue	Eligible
MILITARY	
National Guard Armory 2901 Warwick Boulevard	Eligible
PUBLIC	
Newport News Public Library SW corner, 30th and West Avenue	Eligible
ENTERTAINMENT	
Palace Theater 3114-3116 Washington Avenue	Not Eligible ****

RECREATION	
Y.M.C.A. 211 32nd Street	Eligible
RETAIL	
Nachman's 3201 Washington Avenue	Not Eligible
Meena Block 3606-3614 Washington Avenue and 204-208 37th Street	Not eligible
Newport News Buick Co. 3001 Huntington Avenue	Eligible
DISTRICT	
Casino Park Historic District	Eligible

*Declared eligible for the National Register by the Virginia State Review Board. National Register nomination never prepared.

**National Register nomination written; process never completed.

***Declared eligible for National Register as National Historic Landmark April 1979 by the Department of the Interior. National Register nomination written; process never completed.

****Considered not eligible based on evaluation of exterior. Access not permitted to interior. If interior is intact, may be considered eligible.

Some local landmarks are worthy of local historic status even though they are not known to be fifty years old. Some of those landmarks include the Victory Arch at 25th Street and West Avenue, the Greek Orthodox Church at 26th Street and West Avenue, the Fire Station in the 2900 block of Warwick Boulevard, and the Train Station at the foot of 23rd Street.

Other landmarks are architecturally or historically interesting even though they could not be included in the list above. For example, the group of houses between 46th and 50th Street on Warwick Boulevard were constructed in 1917 as a Shipyard project to accommodate the tremendous influx of workers. Four distinct styles were used for the houses; 48 were originally constructed (Daily Press: 9-11-55). With access to Shipyard records, the historical significance of such a project could be established. Also, the Noland buildings at 2600 to 2700 Warwick Boulevard are an interesting industrial complex in continuous use since the early part of the 20th century; access was not permitted, however, and the significance of the complex could not be documented. In addition, the Oser building at 3211-3213 Washington Avenue Washington is historically significant since it contained the Fairy Land, one of the city's early moving picture theaters; access was not permitted to this building either.

CASINO PARK HISTORIC DISTRICT

"The Casino grounds, on a high and level ground immediately overlooking the water and backed by imposing homes, form an ideal promenade and recreation ground and is one of the City's most valuable assets." (From Greater Newport News, "The Shipbuilding City: Year 1915, C.E. Weaver Series of Pen and Picture Sketches of Illustrated Cities.)

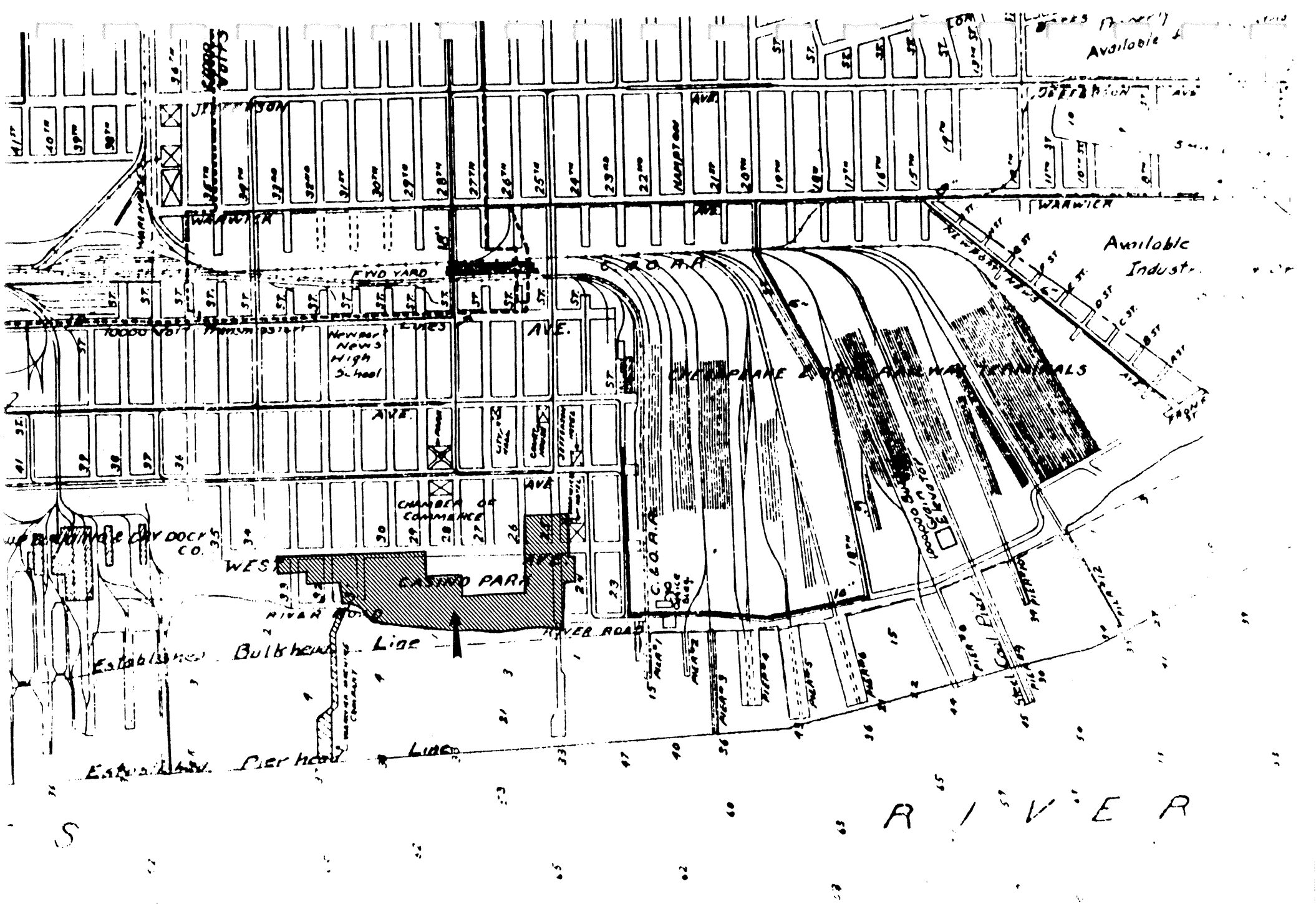
The area between West Avenue and the James River in Newport Newsretains a great deal of architectural integrity, has been continuously occupied, and has been treated with greater sensitivity than other parts of the downtown. The area is recommended as eligible for the National Register as the Casino Park Historic District, using the historic name associated with the grounds in front of and to the north of the Hotel Warwick's Casino, bowling alley, bath houses, bandstand, and pleasure pier (Figure 10). The hotel and Casino grounds were developed over a period of years beginning in 1883 by the Old Dominion Land Company. The district is bounded roughly by West Avenue, the James River, 33rd Street, and the middle of the block between 24th and 25th Streets (Figure 11).

West Avenue was part of the initial development of Newport News by the Old Dominion Land Company. The 1889 Sanborn Insurance Map showed the Hotel Warwick, a ship supplier, and three dwellings on the street (none of those structures remain - the existing Hotel Warwick dates to 1928). The 1913 Sanborn Insurance Map shows that the first side streets to be developed in the recommended district were 31st and 32nd streets. Only one dwelling was located on 31st Street and the Newport News Yacht Club was at the foot of 31st (both demolished). Two apartments and two dwellings on 32nd Street remain from that first period of development to the west of West Avenue. The following buildings that are still standing may be considered the oldest in the district; they were constructed by 1913:

Dwellings:
3107 West Avenue
3111 West Avenue
3115 West Avenue
3117 West Avenue
89 32nd Street
95 32nd Street

Apartments:
92 32nd Street (Westminister Apartment Building)
94 32nd Street

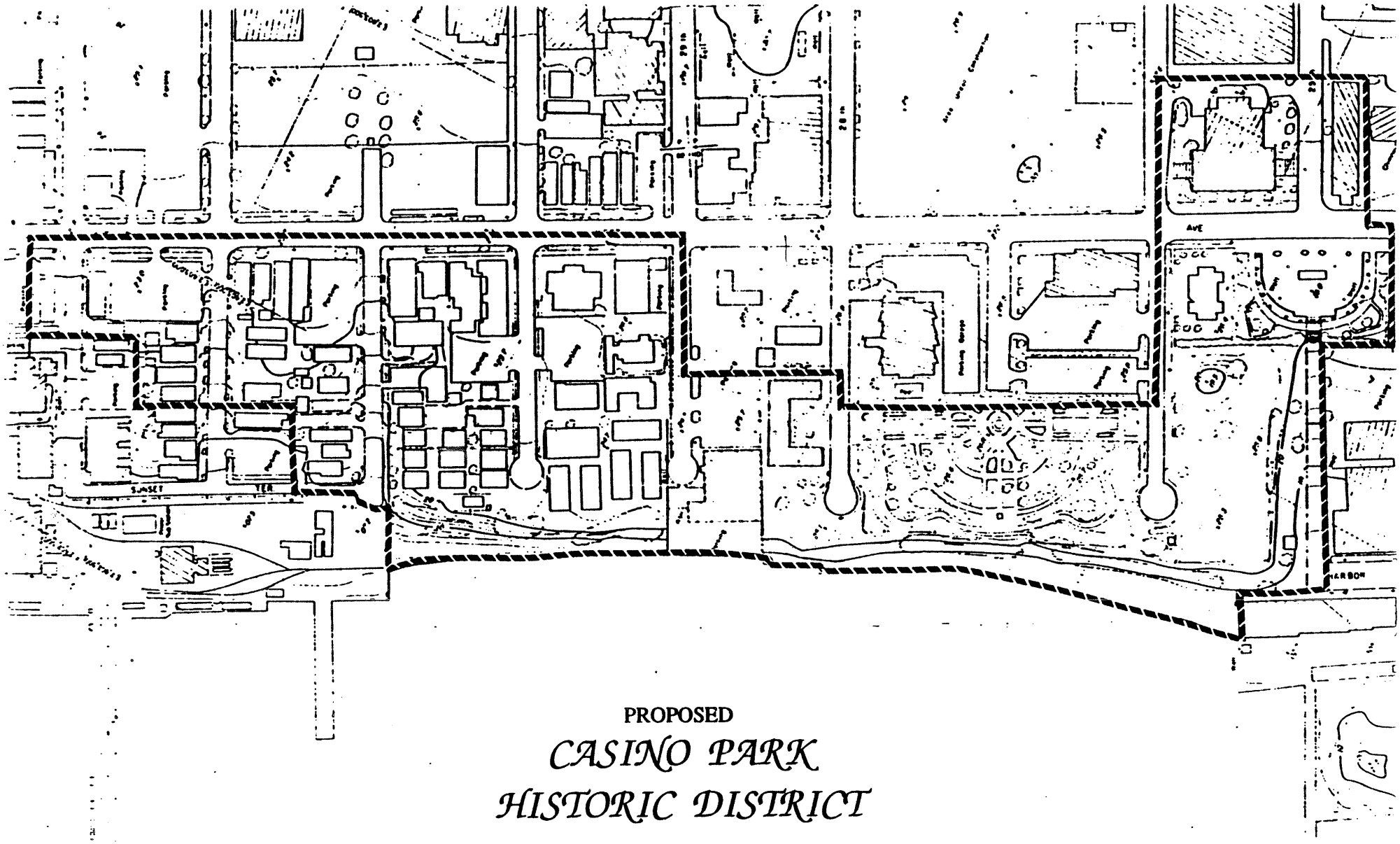
By 1926, eighteen apartment buildings were located within the boundaries of the district; eleven of those apartment buildings have been demolished. Development in the area progressed slowly between 1926 and 1935; the district was



1932 Old Dominion Land Company Map of Newport News

Proposed *Casino Park Historic District* showing Casino Park as its centerpiece

Figure 10



PROPOSED

CASINO PARK

HISTORIC DISTRICT

Figure 11

completed with the addition of World War II-related buildings such as the St. James Terrace apartment buildings.

The district includes such well-known local landmarks as the Hotel Warwick, the Post Office/Court House, Christopher Newport Park, the Library, and the Medical Arts Building. (For the time being, the Greek Orthodox Church and Victory Arch must be considered as noncontributing because they do not meet the 50-year or World War II-associated age requirements.) The district also includes the site of the Victory Walk, used by troops to march to and from their ships in both World Wars (the bricks of the walk are still located under the existing pavement).

The district has many architecturally significant buildings. Since it became impossible to rate one over another, it seemed only logical to give these structures equal status as contributing to a historic district. The structures within the district that are either on the National Register already or considered individually eligible for the National Register are discussed on their intensive survey forms in Volume Two. A description of each of the other contributing buildings may be found in Volume Two on Brief Survey Forms.

The architectural styles in the district have not been previously represented in other nominations for Newport News. Neither the North End Historic District nor Hilton Village have the monumental architecture and number of apartment buildings comparable to that of this area. More than half of the proposed district's contributing buildings are apartment buildings (a total of 23).

The Casino Park Historic District contains 43 contributing buildings (structures associated with any of the buildings that are used to shelter non-human activity - such as garages - were not included in the count of 43). The buildings are listed as follows:

Hotel Warwick
Post Office/Court House
Holland Apartment Building, 83 28th Street
St. James Terrace Apartments (15 WWII-era buildings) between 29th and 31st Streets
91 29th Street (dwelling/office)
Medical Arts Building, 2901 West Avenue (office)
Newport News Public Library, West Avenue Branch
Waterview Apartment Building, 82 30th Street
Skeeter House, 87 30th Street (dwelling)
91 30th Street (dwelling)
St. Dennis Apartment Building, 99 30th Street
3007 West Avenue (dwelling/studio)
Marlboro Apartment Building, 3015 West Avenue
81 31st Street (dwelling)
83 31st Street (dwelling)
Edgewater Apartment Building, 85 31st Street

90 31st Street (dwelling)
Hays Apartment Building, 96 31st Street
3107 West Avenue (dwelling)
3115 West Avenue (dwelling)
3117 West Avenue (dwelling)
89 32nd Street (dwelling)
Westminister Apartment Building, 92 32nd Street
94 32nd Street (apartment building)
95 32nd Street (dwelling)
Wellington Apartment Building, 3215 West Avenue
66-78 33rd Street (brick rowhouses/stores)
100 33rd Street (dwelling)
Stratford Apartment Building, 3301 West Avenue

The following 6 buildings are considered non-contributing to the historic district:

Victory Arch, west side of West Avenue in center of 25th Street (reconstructed 1962)

Greek Orthodox Church, southwest corner of West Avenue and 26th Street (constructed 1949)

87-89 29th Street (office building less than 50 years old)

3111 West Avenue (entire first floor altered for use as restaurant; considered to be too far remodeled to enable restoration as dwelling; also, restaurant has not achieved historic significance)

Nelson Apartment Building, 84 32nd Street (heavily altered, including entire front clad and top floor removed)

96 33rd Street (contemporary ABC store)

SUMMARY

Downtown Newport News (architectural study area shown in Figure 4) is fast evolving from a typical city's combination of residential, commercial, and industrial architecture to a majority of industrial buildings with a few added public buildings. A once-thriving downtown seems to have evolved into a wasteland of vacant lots and parking lots with a minority of barely-surviving commercial and residential buildings all losing out to busy industrial and bureaucratic centers. Looking beyond the expanses of asphalt and fake fronts, however, one can be pleasantly surprised to find nearly 300 historic buildings, including architectural gems such as the churches, apartment buildings, the Y.M.C.A., and even an armory.

Downtown commercial and residential buildings suffer the brunt of demolition efforts (Figure 12). During the time of this study, additional demolitions took place. At first it appears that downtown Newport News is a portion of the city that has been abandoned for the normal aspects of successful city life. With its preponderance of bars and novelty stores, the area seems almost to have returned to its "Hell's Half Acre" reputation of the 1890s, although the sheer expanse of downtown Newport News could probably not sustain the same density of illegal activity. As Samuel R. Buxton, Sr. stated in his commentary entitled, "50 Years in 20 Minutes: A Reminiscent Resume,"

> "It (Hell's Half Acre) was correctly named for it could not have been worse, unless it had been a whole acre."

In a time of the greatest visibility for the historic preservation movement, it appears that nowhere in Virginia have a city's historic architectural resources been rejected on a scale comparable to that of Newport News. In other Virginia localities, the political and financial strength of preservationists has, at a minimum, positively affected the future of a nucleus of downtown historic buildings.

Several factors have influenced the demise of downtown buildings. First, the historical significance of early buildings appears never to have been taken seriously. Early Sanborn Insurance Company maps show that even with surrounding vacant lots, owners chose to demolish and rebuild insitu. As the 1919 Report On Municipal Survey of Newport News, Virginia stated,

> "It (Newport News) seems to have achieved a reputation of being a good place in which to make money, but a poor place in which to take up permanent residence."

More recently, Vivien Lipscombe Smith, a free-lance writer who grew up in Newport News defines Newport News as "restless energy" (Daily Press: Outlook, May 2, 1990). Although the East End of Newport News was not surveyed in the architectural portion of the project, the number of historic structures remaining there

100 Block of 33rd Street - north side and the Academy of Music on Washington Avenue (all demolished)

Source: Virginia State Library, Negative A9-8153

Figure 12

prove that Ms. Smith is correct in her assertions that roots have endured (with greater fortitude than William Styron prefers to envision) east of the railroad tracks.

As early as the 1950s, redevelopment efforts were geared toward eliminating "unsafe" buildings. The first redevelopment project began in the late 1950s clearing a total of more than 45 acres, resulting in the construction of Sears, a bank building for Home Federal Savings and Loan, a Municipal Court Building, the Wilbern Building, parking lots, and a site for a new Noland Co. headquarters (construction of the new Noland building never materialized). Daily Press articles from the 1950s refer to the removal of old buildings with descriptions such as "blight," "bad teeth," "half rotten," and "ominous shadow." Redevelopment efforts were publicized to generate pride in urban renewal (Figure 13).

The second redevelopment project in 1964 cleared most of three blocks from 30th to 33rd Street. That project resulted in the Bank of Warwick, extension of the La Vogue store, a Bank of Hampton Roads drive-in branch, and several parking lots.

The third large project, beginning in 1965, wiped out 23rd through 28th Streets from Washington to West Avenue resulting in a new City Hall, the First and Merchants (later Sovran) Bank at 2600 Washington Avenue, Newport Towers at 27th and West Avenue, and the Superblock at 26th to 28th Street between Washington and West Avenue. The Superblock was touted as "a new town downtown;" the project never unfolded (NNRHA June 1971 Prospectus).

The last redevelopment project was the proposed multimillion dollar Newport Centre Plan, which envisioned the rebuilding of more than 50 downtown acres; by 1987 the overly ambitious plan was considered a failure, with completion of only an apartment building called River Park Tower. The project's failure left little but demolition in its wake, including the loss of the historic commercial buildings on Washington Avenue from 29th to 30th Street (for "Washington Square"), the northwest corner of Washington and 30th Street (for "Washington Tower West"), and the residential/commercial block from 34th to 35th Street between Washington and West Avenues (for a "Food Hall" and bus transportation center).

Coinciding with redevelopment, the flight to the suburbs left vacant buildings that were eventually demolished. Demolishing historic buildings for Shipyard parking lots has turned out to be a profitable venture for several entrepreneurs. In addition, the infighting over major projects to rejuvenate Newport News' downtown in the last ten years has resulted in the wholesale demolition of many of the last tangible reminders of the City's earliest history.

As a result, Newport News appears like a city without a downtown. Two conservators from St. Louis working in Colonial

The Newport News Redevelopment and Housing Authority

cordially invites you to witness the

Destruction

of the

Old Commercial Hotel

at the corner of 27th Street and Washington Avenue

on Tuesday, October 21st, 1958

at eleven o'clock

This is the final stage of demolition for the first Urban Renewal Project developed in cooperation with the Newport News Planning Commission and the City Council.

The program to date has accomplished the following:

Acquired 29 acres of land containing 215 parcels and 221 buildings.

Relocated some 249 families from the project area.

Sold 2 city blocks between 26th and 28th and Virginia to Huntington Avenues to Sears, Roebuck and Company for a new store and parking facilities, which is now well on its way to completion.

Sold to the city the block between 28th and 29th Streets and Virginia to Huntington Avenues for a municipal parking lot. This facility is completed.

Sold to the city an area adjacent to the city shops at 29th and Warwick Avenue for needed expansion.

The last stages of demolition are now underway and completion is expected in November.

To meet the requirements of the law a program is now being developed for the sale of the remaining parcels.

This project is resulting in the rejuvenation of the downtown business district which will have a long range effect on the economy of Newport News.

Invitation to attend demolition

Source: Verticle files, Newport News Redevelopment and Housing Authority

Figure 13

Williamsburg recently gave their initial, unbiased impression of Newport News, saying, "We were given directions to go to a store in downtown Newport News but we never could find a downtown - only the Shipyards." Lack of a commitment to the preservation of historic buildings has left the area looking "decidedly undecided."

RECOMMENDATIONS

ESTABLISHING PRIORITIES

Using data from this survey, the City and interested citizens should establish a list of structures/districts worthy of preservation. Future planning efforts should take these structures/districts into consideration.

Preservation ideals have been broken down into the following levels. Level One is an ideal; the structures/districts with the greatest significance would be given adequate protection. Level Two at least provides for a permanent record of a building's appearance before demolition. Level three allows a policy of abandonment rather than elimination.

LEVEL ONE

Ideally, the City should pass an ordinance which requires a review board's decision regarding all exterior changes (including demolition) to designated historic structures or districts. Newport News currently has one review board in the National Register Historic District, Hilton Village (outside of this study area). That review board has demonstrated success in preserving the historic character of the neighborhood's architecture. (the City would be best served with one review board for all designated properties.) The Chesterfield County Preservation Committee is a good example of a group of citizens appointed by the Board of Supervisors that works successfully with the Planning Commission in making decisions about the county's historic architecture. The Virginia Department of Historic Resources can provide guidance in writing ordinances and establishing review boards.

In conjunction with passing an ordinance, an aggressive program of education about the area's historic architectural resources should be initiated. The program would include both an explanation of the area's architectural significance and sessions to train property owners in appropriate treatments to historic structures. To call attention to this educational process, an excellent project for a group of preservationists that could also involve a number of citizen volunteers would be to coordinate completion of the nomination of the Casino Park Historic District to the National Register of Historic Places.

There is a general consensus in Newport News that once a building has deteriorated, it is no longer worth saving. The high quality of early 20th century craftsmanship is often overshadowed by worries about the need to replace outdated HVAC systems, replace leaking roofs, and remove asbestos. In addition, buildings that are lucky enough not to be demolished often receive treatments that are incompatible with the historic character or even accelerate deterioration. Some of the detrimental treatments seen in Newport News include placing storefront

additions on residential dwellings, adding artificial siding, and removing historic features, such as wood windows, porches, and gingerbread trim. Many of Newport News' remaining downtown buildings are pictured in their original condition in the book, Newport News' 325 Years, giving an excellent source for the restoration of historic features.

The City should make an effort to promote the Secretary of the Interior's Standards for Rehabilitation. Copies of the Standards and technical preservation advice in the form of the series entitled Preservation Briefs should be readily available to the general public from City Planning Offices and the library. Representatives from the Virginia Department of Historic Resources could speak to City officials and community groups about sympathetic rehabilitation treatments that will retain the significance of historic buildings.

LEVEL TWO

Without a legal process for protecting historic buildings, the architecture of Newport News is at the mercy of whatever current plans seem attractive. However, if another level could be included in the permit process, structures more than fifty years old proposed for demolition could at least be recorded. The recordation would take the form of a brief historic structures report. If a building is planned for demolition, it should be photographed extensively on the interior and exterior. A current floor plan should be drawn. Changes since this survey would be noted. The documentation gained would be filed in the Newport News Public Library, West Avenue Branch.

LEVEL THREE

Newport News has an obligation to its next generation of citizens. A sense of community is hard to maintain where a city is devoid of any physical reminders of its history. If there is little interest in historic preservation today, then perhaps just leaving the buildings alone will guarantee some degree of heritage left for tomorrow. It seems as though buildings have been torn down in anticipation of exciting new projects that never materialized. Even the development of Sears, which caused the demolition of two entire City blocks of residences and industry, lasted only fourteen years.

Many historic neighborhoods in Virginia have made a reversal from abandonment during times of economic change. The political and economic struggles of Newport News have also been experienced in other Virginia cities but have not reached the enormous level of devastation to historic buildings as seen in this city. Taking a less aggressive stance toward demolition will at least allow some breathing room in the life of a structure until preservation priorities can be established.

BIBLIOGRAPHY

Abott, H.L.
1862 Campaign Map No. 1 Colonial Williamsburg Foundation Research Archives, Williamsburg.

Adams, George R.
1978 Newport News Shipbuilding and Drydock Company Shipyard. Draft National Register nomination prepared by American Association for State and Local History, 1978. On file Virginia Department of Historic Resources, Richmond, Virginia.

Anonymous
n.d. Map of that portion of the county of Elizabeth City Va. bordering on Hampton Roads.

_____ n.d. Dorothy (tugboat). Draft National Register nomination. On file, Virginia Department of Historic Resources, Richmond, Virginia.

_____ 1781-1782 Plan of the Entrance of Chesapeake Bay. Colonial Williamsburg Foundation Research Archives, Williamsburg.

_____ 1862 Country between York and James River. Colonial Williamsburg Foundation Research Archives, Williamsburg.

_____ 1871 Colonial Records of Virginia. Virginia Library Board, Richmond.

_____ 1900 Map showing property of the Town Lot Investment Assoc., Newport News. Virginia Historical Society, Richmond.

_____ 1915 C.E. Weaver Series, Illustrated Cities. Pen and Picture Sketches: Greater Newport News,"The Shipbuilding City."

_____ 1923 History of the Trinity Evangelical Lutheran Church. Privately printed by order of the Council, Newport News.

_____ 1927 Map of City of Newport News. Library of Congress, Washington, D.C.

_____

1950-1958 A Map of Newport News. Library of Congress, Washington, D.C.

_____
1963 Lea Booth Huntington's Shipyard- Pride before Profit. The Iron Worker Vol. 27 No. 3:1-19.

_____
1982 Map Collection of the Old Dominion Land Company Records. Revised edition. Newport News.

_____
1985 Trinity United Methodist Church, 228 Twenty-ninth Street, Newport News, Virginia, 23607. Centennial Publication, Newport News.

Bache, A. D.
1865 Newport News Point. National Oceanic and Atmospheric Administration, Rockville, Md.

Balison, Howard J.
n.d. Newport News Ships Their History in Two World Wars. Mariners Museum Pub. No. 25, Newport News.

Berthier, A.
1781 Untitled map of York and Gloucester. Colonial Williamsburg Foundation Research Archives, Williamsburg.

Billings, Warren M., John E. Selby and Thad W. Tate
1986 Colonial Virginia: A History. KTO Press, White Plains.

Boye, Herman
1826 Map of the State of Virginia. Virginia State Library, Richmond.

Bowen, John Bowen
1957-1958 The Newport News-Warwick Merger. Commonwealth Vol. 24 No. 9:21-22 and Vol. 25 No. 8:827-29.

Bower, Robert
1940 Map of Newport News and Environs. Library of Congress, Washington, D.C.

_____
1943 Map of Newport News, Elizabeth City. Library of Congress, Washington, D.C.

Braxton, Carter
1891 Map of Newport News, Hampton and Old Point Comfort. Virginia Historical Society, Richmond.

British Public Records Office (B.P.R.O.)
n.d. Colonial Office Papers. Microfilm at Colonial

Williamsburg Foundation Research Archives, Williamsburg.

Brown, Alexander C.
1946 Newport News' 325 Years: A Record of the Progress of a Virginia Community. Newport News Golden Anniversary Corp., Newport News.

_____
1976 The Good Ships of Newport News. Tidewater Publishers Cambridge, Md.

_____
1979 Historical Markers and Memorials, Newport News, Virginia. Newport News Historical Comm., Newport News.

Brown, Suzanne
1979 Newport News High School and Saunders Stadium: A History. Term paper, Christopher Newport College, Newport News.

Bureau of Refugees
1862-1866 Records of Bureau of Refugees. National Archives Records Group 105, National Archives, Washington, D.C. Microfilm on file at Hampton Center for the Arts and Humanities, Hampton.

Byrn, William H.
1959 The Shipyard in the Atomic Age. Commonwealth Vol. 26 No. 2:13-16.

Calhoun, D. A.
1919 Report on Municipal Survey of Newport News 1919. The Better Newport News Association.

Carson, Cary, and N. F. Barka, W. M. Kelso, G. W. Stone, D. Upton
1982 Impermanent Architecture in the Southern American Colonies. Winterthur Portfolio 16:135-196.

Cary, Wilson Miles
1902 Wilson Cary of Ceelys and His Family. Virginia Magazine of History and Biography, IX:104-111.

Centennial Committee, St. Vincent de Paul Church
1981 Commemorating the Centennial of St. Vincent de Paul Church, Newport News, Virginia 1881-1981.

Chataigne
1896-1897 Chataigne's Directory of Newport News, Virginia.

Chesapeake and Ohio Railway
n.d. A Giant Pier For Fast Loading of Coal in Giant Ships. No publisher listed.

Cocke, Charles
1974 Parish Lines of the Diocese of Southern Virginia. Richmond, Virginia State Library.

Colonial Williamsburg Foundation
1985 Resource Protection Process for James City, York County, Williamsburg and Poquoson, Virginia, Draft Report II. On file at Virginia Department of Historic Resources, Richmond.

Cramm, T. J.
1862a Untitled map of the peninsula. Colonial Williamsburg Foundation Research Archives, Williamsburg.

_____
1862b Copy of a map, Sheet No. 1. Colonial Williamsburg Foundation Research Archives, Williamsburg.

Craven Wesley F.
1970 The Southern Colonies in the Seventeenth Century 1607-1689. Louisiana State University Press, Baton Rouge.

Cutler, Robert C.
1950 The Shipyard in War and Peace 1950 Commonwealth Vol. 17 No. 12:21-23.

Daily Press
n.d. "Then and Now on the Peninsula." Sunday feature, [1953-1955].

Davis, Arthur K.
1926-1927 Newport News in Wartime. Virginia Communities in Wartime. Private published, Newport News.

Davis, Emma-Jo
1967 Mulberry Island and the Civil War, April 1861-May 1862. Manuscript on file: Fort Eustis Historical and Archaeological Association, Fort Eustis.

Derry, Anne et al.
1977 Guidelines For Local Surveys: A Basis For Preservation Planning. National Register Bulletin 24. Washington, National Park Service, rev. 1985.

DeShasor, George and F. Lee Ford
1975-1979 Oral history tapes on file, Newport News Public Library, West Avenue Branch.

Dolph Map Company
1955 Map of Newport News, Hampton. Library of Congress, Washington, D.C.

Donn, J. W. and F. C.
1871-1872 Newport News to Pagan Creek. Colonial Williamsburg

Foundation Research Archives, Williamsburg.

Evans, Cerinda W.
1954 Collis Potter Huntington. 2 vols. Mariners Museum, Newport News.

Evans, Rt. Wor. Alfred L.
n.d. History of Bremond Lodge, No. 241 A. F. & A. M. 1883-1933. No publisher listed.

Ferry, B.A. & Company.
1921 The Harbor of a Thousand Ships, Newport News, Virginia 1921 Year Book. Newport News, The Newport News Printing Co., Inc.

Freedmen's Bureau
1866 Map Showing Position of Government Farms [for Freed men in Southeastern Virginia]. National Archives, Washington, D. C.

Freilich, Leitner, Carlisle, and Shortlidge
1987 Newport News: A Workable Urban Policy For The Historic Downtown.

Fry, Joshua and Peter Jefferson
1755 A Map of the Most Inhabited Part of Virginia. Virginia Department of Historic Resources, Richmond.

General Assembly of Virginia
1810 Acts Passed at a General Assembly of the Commonwealth of Virginia. Samuel Pleasants, Richmond.

_____
1884 Acts and Joint Resolutions Passed by the General Assembly of the Commonwealth of Virginia, 1883-1884. R. U. Derr, Superintendent of Public Printing, Richmond.

_____
1888 Acts and Joint Resolutions Passed by the General Assembly of the Commonwealth of Virginia, 1887-1888. J. H. O'Bannon, Richmond.

Green, Bennett W.
1907 How Newport News got its Name. W. E. Jones Printer, Richmond.

Greene, William
1862 Map of the Peninsula. Original on file at Huntington Library, San Marino, California.

Greiff, John B.
1959 Modern Structures in Downtown Area Reflect Growth, Confidence. Daily Press June 28, 1959 edition.

Grigsby, Hugh B.
1867-1869 Origin of the Name Newport News. Proceedings of the Mass. Hist. Soc. Vol. 10 1st Ser. 23-32.

Hare, I. Knowles
1862a Hare's Map of the Vicinity of Richmond and the Peninsula Campaign. Colonial Williamsburg Foundation Research Archives, Williamsburg.

_____
1862b Untitled map showing part of Virginia between James and York Rivers. Colonial Williamsburg Foundation Research Archives, Williamsburg.

Harrison, Fairfax
1919 The Virginia Carys. Devenne Press, New York.

Hatch, Charles E., Jr.
1957 The First Seventeen Years: Virginia, 1607-1624. University Press of Virginia, Charlottesville.

Hening, William W.,ed.
1809-1823 The Statutes At Large:Being a Collection of All the Laws of Virginia. 13 vols. Samuel Pleasants, Richmond.

Hawkins, Van
1975 Hampton/Newport News: A Pictorial History 1975 The Donning Company, Norfolk.

_____
1976 Dorothy and the Shipbuilders of Newport News The Donning Co, Norfolk.

Hearne Brothers
1948-1964 Greater Newport News with all of Elizabeth City and Warwick Counties. Library of Congress, Washington, D.C.

Henry, John
1770 Virginia. Virginia Department of Historic Resources, Richmond.

Herrmann, Augustine
1673 Virginia and Maryland in 1670. Virginia Department of Historic Resources, Richmond.

Hill Directory Company
1896-1912 Newport News, Kecoughtan, Hampton, Phoebus, and Old Point, VA Directory. Richmond, Hill Directory Co., Inc. Publishers, Richmond.

_____
n.d. Hill's Newport News City Directory. Hill Directory Co., Inc. Publishers, Richmond.

Hoen, A.
1898 Newport News. Library of Congress, Washington, D.C.

Hotchkiss, Jed
1867 James City, York, Warwick and [-orth] City County. National Archives, Washington, D.C.

Hotten, John C.
1980 Original Lists of Persons of Quality, 1600-1700. Genealogical Publishing Company, Baltimore.

Housing Authority of the City of Newport News
1946 Better Homes for Newport News. City of Newport News, Newport News.

Howe, Henry
1845 Historical Recollections of Virginia. E. Peters, Charleston.

Humphreys, A. A.
1861-1862 James-York Peninsula. Colonial Williamsburg Foundation Research Archives, Williamsburg.

_____
1862a Map of Southeast Virginia. Colonial Williamsburg Foundation Research Archives, Williamsburg.

_____
1862b The Position of Yorktown with the Approaches, April 21, 1862. Colonial Williamsburg Foundation Research Archives, Williamsburg.

_____
1862c Sketch exhibiting the position of Yorktown with the Approaches from Reconnaissance and survey between the 5th and 10th of April 1862. Colonial Williamsburg Foundation Research Archives, Williamsburg.

Jester, Annie L.
1961 Newport News, Virginia, 1607-1960. Whittet and Shepperson, Richmond.

Jester, Annie L., M. W. Hiden, K. L. Kellogg, and W. T. Stauffer
1948 History of The City of Newport News 1941-1945. History Commission, World War II, of Newport News, Newport News.

Katz, William Loren, ed.
1940 The Negro in Virginia. W.P.A. Writers Program. Hastings House, New York.

Kingsbury, Susan M.
1906-1935 Records of the Virginia Company of London. 4 vols.

Government Printing Office, Washington.

Kulikoff, Allan
1986 Tobacco and Slaves: The Development of Southern Cultures in the Chesapeake, 1680-1800. University of North Carolina Press, Chapel Hill.

Kuthy, William and W. L. Whitwell
1982 Riverside Apartments. National Register nomination, 1982. Virginia Department of Historic Resources, Richmond.

Lamb, F.
1676 Virginia and Maryland. Virginia Department of Historic Resources, Richmond.

Land and Community Associates
1990 Survey of State-Owned Properties: The Virginia Port Authority. Charlottesville, Land and Community Associates.

Lindenkohl, A.
1862 A Military Map of SE Virginia. Colonial Williamsburg Foundation Research Archives, Williamsburg.

Little, Lewis Peyton
1936 History of the First Baptist Church of Newport News, Virginia from 1883 to 1933. The Franklin Printing Company, Inc., Newport News.

Long, E. B.
1987 The Civil War Day by Day: An Almanac 1861-1865. Da Capo Press, Inc., New York, N.Y.

Long, Edwin G.
1951 Port of Newport News, Doorway to World Transportation. Virginia and the Virginian Vol. 73 No. 6:8-9.

Longstreth, Richard
1987 The Buildings of Main Street. The Preservation Press, Washington.

Madison, James
1807 Map of Virginia. Virginia Department of Historic Resources, Richmond.

Manufacturer's Record.
1891-1931 Various citations from entries for Newport News architectural projects, 1891-1931.

McAlester, Virginia and Lee
1985 A Field Guide to American Houses. Alfred A. Knopf, New York.

McCartney, Martha W.
1987 Archival investigations of Two Historic Sites at Deep Bottom, Henrico County, Virginia, 44HE101 and 44HE120. Virginia Commonwealth University, Richmond.

McIlwaine, H.R.,ed.
1934 Minutes of Council and General Court of Colonial Virginia. The Library Board, Richmond.

McLean
1881 Map of the City of Newport News. Library of Congress, Washington, D.C.

Merrill, Lt. and Lt. Bowen
1862 Reconnaissance of Warwick River, April 1862. National Archives, Washington, D. C.

Meyer, Virginia M. and John F. Dorman, eds.
1986 Adventurers of Purse and Person, 1607-1624/25. Dietz Press, Richmond.

Newport News Historical Committee
1987 Development Study Report. Excerpts on file at James River Institute for Archaeology, Jamestown.

Newport News Public Library System
1982 Finding Aids to the Records of the Old Dominion Land Company. West Avenue Branch, Newport News.

Newport News Shipbuilding and Drydock Company
1907 Descripton of the Works of the Newport News Shipbuilding and Dry Dock Company. New York Evening Post Printing Office, New York.

_____
1935-1945 General Yard Map. Drawing No. 143505. 1935 revised to 1945.

_____
1961 Three Generations of Shipbuilding, 1886-1961. 75th anniversary booklet, Newport News.

Newport News Times-Herald
1978 Pioneer Roots. Reprints from the Newport News Times-Herald, Newport News.

Nolan, Brian
1979 An Architectural History of the West Avenue Library. Term Paper, Christopher Newport College, Newport News.

Nugent, Nell M.
1969-1979 Cavaliers and Pioneers:Abstracts of Virginia Land Patents and Grants. 3 vols. Dietz Press, Richmond and

Genealogical Publishing Company, Baltimore.

Old Dominion Land Company.
1892 Facts Concerning the City of Newport News, Virginia. Giles Co., New York.

Peebles, J. Edward
1983 Centennial History of First Presbyterian Church, Newport News, Virginia, 1883-1983. Dorrance & Company, Bryn Mawr, Pennsylvania.

Peterman, Sergeant
1862 Untitled sketch of Warwick Courthouse, reprinted in Pictorial Battles of the Civil War. Mariners Museum, Newport News.

Quinn, David B.
1977 North America from Earliest Discovery to First Settlement. Alfred Knopf, New York.

Reps, John W.
1972 Tidewater Towns: City Planning in Colonial Virginia and Maryland. University of Virginia Press, Charlottesville.

Rouse, Parke Jr.
1952 "The Busy Port of Newport News" Commonwealth 19 (No. 6) 45-47,55

_____
1969 Endless Harbor: The Story of Newport News. Newport News Historical Committee, City of Newport News.

_____
1977 When the Yankees Came: Civil War and Reconstruction on the Virginia Peninsula. Dietz Press, Richmond.

_____
1986 The Good Old Days in Hampton and Newport News. Dietz Press, Richmond.

_____
1989-1990 Decisions' Results May Outweigh Losses (December 10, 1989); Newsome was Pioneering Black Lawyer (December 23, 1989); Hotel Warwick was the Fanciest Place in Newport News in 1883 (March 29, 1990); 2 NN Families Were Business Partners (April 29, 1990); Ub 1946 leaders of NN Predicted the City's Future Fairly Accurately (June 6, 1990); The Academy of Music Brought Culture to a Wild Newport News (June 20, 1990). Daily Press, Newport News.

Sanborn Insurance Company
1885-1926 Newport News, Virginia. On file at Library of Congress,

Washington, D.C.

Sauer, Carl O.
1975 Sixteenth Century North America. University of California Press, Berkeley.

Shaull, S. N.
1958 History of First Baptist Church, 119 29th Street, Newport News, Virginia, June 1933 - June 1958. The Franklin Printing Company, Inc., Newport News.

Shea, William L.
1983 The Virginia Militia in the Seventeenth Century. Louisiana State University Press, Baton Rouge.

Shibley, Ronald E.
1984 Hotel Warwick. National Register nomination, 1984. On file, Virginia Department of Historic Resources, Richmond, Virginia.

Smith, John
1610 Virginia Discovered and Discribed [sic]. Virginia Department of Historic Resources, Richmond.

_____
1910 Travels and Works of Captain John Smith, President of Virginia and Admiral of New England, 1580-1631, ed. by Edward Arber. 2 Vols. John Grant, Edinburg.

Smith, A. L. W., comp.
1957 The Quitrents of Virginia. Privately published, no location given.

Stauffer, William T.
1934-1935 The Old Farms out of which the city of Newport News was erected. William and Mary Quarterly 14 (2) 203-215, 333-341; 15 (2)126-137,250-266.

Story, Thomas
1747 Journal of the Life of Thomas Story. James and John Wilson, eds. Isaac Thompson, Newcastle upon Tyne.

Styron, William
1951 Styron. Lie Down in Darkness. New American Library, New York. Reprinted 1979.

Swift, J. G.
1818a Untitled map of Yorktown and the Peninsula. Virginia Department of Historic Resources, Richmond.

_____
1818b Reconnoitering Chesapeake Bay. Virginia Department of Historic Resources, Richmond.

Sykes and Gwathmey
1887 Map of Norfolk County. Virginia State Library, Richmond.

Taylor, R. Cowles
1948 Newport News During the Second World War. Virginia Historical Comm., Newport News.

Tindall, Robert
1608 The Draught. Virginia Department of Historic Resources, Richmond.

Turner, Charles
1956 Chessie's Road. Garrett and Massie, Richmond.

Tyler, Lyon G.
1922 History of Hampton and Elizabeth City County, Virginia. The Board of Supervisors of Elizabeth City County, Hampton.

U. S. Army Corps of Engineers
1920 Port Facilities at Newport News. Library of Congress, Washington, D.C.

U. S. Bureau of the Census
1960 Newport News, Virginia. Library of Congress, Washington, D.C.

Velasco
1610 Map of Virginia. Virginia Department of Historic Resources, Richmond.

Virginia Department of Historic Landmarks
1986 Upper Tidewater Resource Protection Plan. Manuscript on file, Virginia Department of Historic Resources, Richmond.

Virginia Port Authority
1990 Gateway To America: The Ports of Virginia. Marketing packet distributed by the Virginia Port Authority, Norfolk, Virginia.

Virginia State Library
1965 A Hornbook of Virginia History. Virginia State Library, Richmond.

Virginia Tidewater Genealogy
1985 A List of Confederate Prisoners Who Died at the Union Prison Camp in Newport News in 1865 and were buried in the Parker West Farm. Virginia Tidewater Genealogy Vol. 17 No.2:55-61.

Vollertsen, Arthur H. and Mrs.
1977 Warwick County, Virginia, 1782-1880, Who was Who,

Newport News Bicentennial Commission, Newport News.

Ward and Foxlow
1931 Supplement to the Dock and Harbour Authority, January 1931. Library of Congress, Washington, D.C.

Warwick County (Newport News)
1782-1910 Land and Personal Property Tax Lists, Deeds, Orders, Legislative Petitions, Agricultural Census Records, Social and Industrial Statistics, Slave Schedules, Census Records. Virginia State Library, Williamsburg.

Washburn, Wilcomb E.
1972 The Governor and the Rebel: A History of Bacon's Rebellion in Virginia. W. W. Norton, New York.

Webb, Alexander S.
1881 The Peninsula: McClellan's Campaign of 1862. Charles Scribner's Sons, New York.

Webb, Latie Lett Webb
n.d. Undated oral history tape on file, Newport News Public Library, West Avenue Branch.

West, George Benjamin
1977 When the Yankees Came: Civil War and Reconstruction on the Virginia Peninsula, Parke Rouse, Jr., ed. The Dietz Press, Richmond.

Worrett, C. H.
1862 Country between James and York Rivers. Colonial Williamsburg Foundation Research Archives, Williamsburg.

Wright, Russell AIA
1983 Newport News Post Office and Custom House. Draft National Register nomination. On file, Virginia Department of Historic Resources, Richmond, Virginia.

Zuniga
1608 Chart of Virginia. Virginia Department of Historic Resources, Richmond.

Note: miscellaneous site-specific sources such as family papers and magazine articles noted on each survey form.